CYCLE NEWS®

WEST Volume XXII : Number 8 : March 6, 1985 $1.00

1985 Honda CR250R

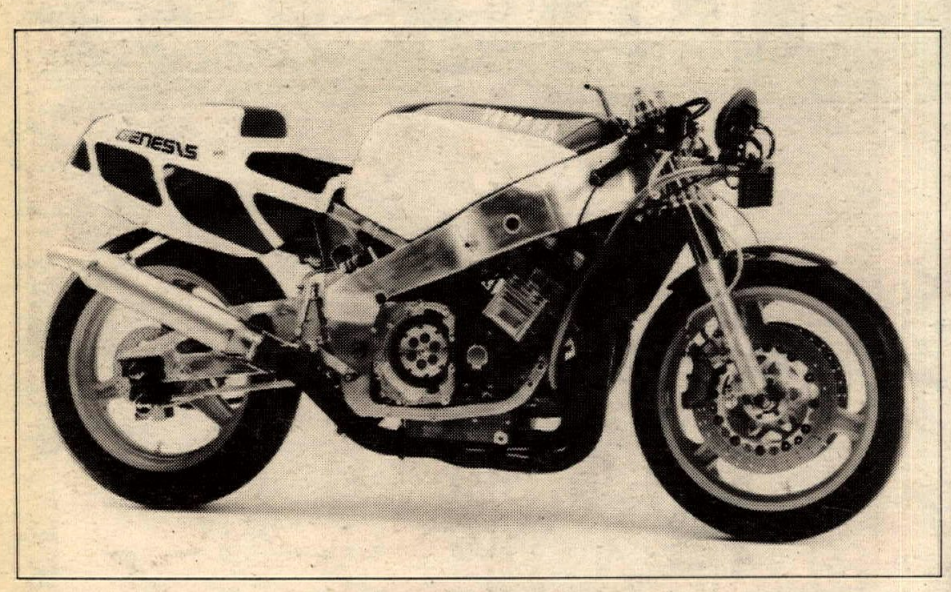
Still the finest?

Bomber's supercross revenge

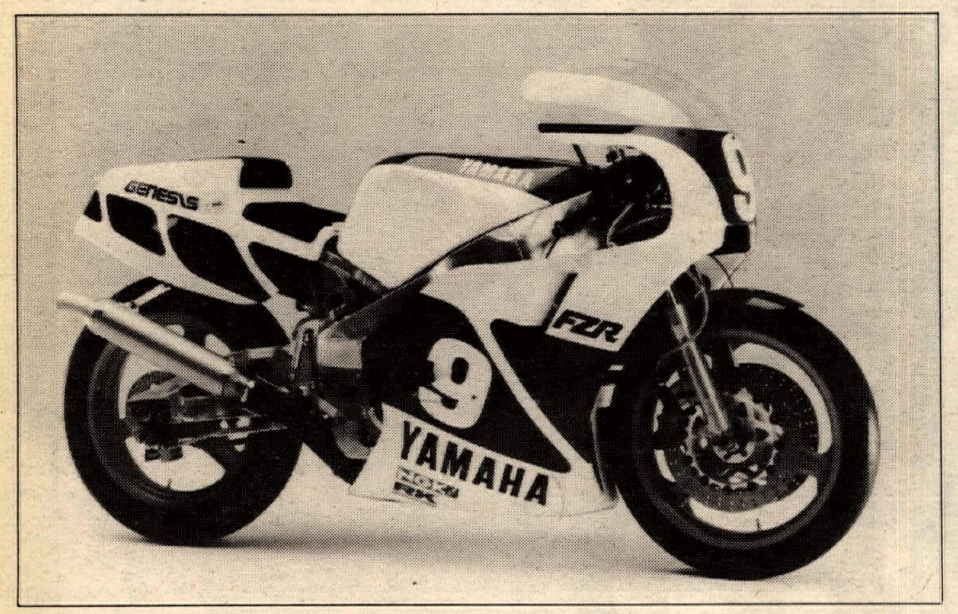
Golden State National MX final; Husky sweeps National enduro opener; Training with Brad Lackey; AMA hare scrambles; C.A.R.B. vapor update; Golden State amateurs; local racing and more!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest POOP BY PAPA WEALEY



Yamaha plans to enter this FZR750 racebike in 1985 European Formula One events. The new bike, based on the FZ750, has an aluminum alloy frame based on the successful YZR500 Delta Box chassis used by 500cc World Champion Eddie Lawson in 1984, along with works forks with Brembo four-piston calipers and full-floating discs and cast magnesium wheels. The 749cc engine has special carbs, valve train, transmission, exhaust and a dry clutch; claimed power output is more than 128 bhp (130 PS) and claimed dry weight is 341 pounds.



Wayne Rainey sustained a broken left collarbone in a Monday morning, February 25, crash at Daytona International Speedway. Rainey was on his third lap of his first practice session on a Yamaha FZ750, according to Yamaha's Kenny Clark, when an oil line ruptured after being burned by an exhaust pipe, and Rainey got out of shape in a tight infield turn and highsided. "We're talking with Wayne's trainer and some doctors on the West Coast to see if something can be done to pin or plate the break," said Clark. "The time is really too short between now and the 200 to really expect Wayne to be in shape to ride. If things don't go right, then Reuben McMurter will join Sam McDonald on the team." Rainey was more than a little disappointed after his accident, according to Clark, because he was also scheduled to ride RS500 and RS250 Hondas in Formula One and Formula Two for MacLean Racing.

The California Off-Road Vehicle Association (CORVA) will have its annual convention over the March 1-3 weekend, at the Holiday Inn, Highway 99, in Bakersfield, California. Speaking at the 7:00 pm dinner on March 2 will be Bob Naylor. Naylor works in favor of off-road users as an assemblyman, and announced earlier this month that he will challenge Senator Alan Cranston in 1986 for a position in the U.S. Senate. The CORVA dinner is an opportunity for any enthusiasts to meet and talk with Naylor on a one-to-one basis. For reservations, call 818/349-6067 or 805/493-1680.

Honda will be at Daytona International Speedway on February 27-28 for a test session prior to the start of Cycle Week.

Tex Peel, who is building and tuning Scott Parker's Camel Pro Series dirt track equipment this year, received the Behind the Scenes award on the February 16 edition of TV's MotorWeek Illustrated.

MORE NUMBERS: Freddie Spencer will ride with his familiar 19 in the Daytona 200 (Superbike) race. Spencer will use 17 in the Formula One National and 116 in the Formula Two race.

A motorcycle concours d'elegance will take place at Daytona International Speedway on Saturday, March 9, starting at 10 a.m. The machinery on display will include pre and post-war motorcycles as well as race bikes and other bikes manufactured up to 1970. Enthusiasts wishing to display machinery should note there is no entry fee and the area will be guarded. For more info, call 904/371-9650.

One thing in evidence at Houston was a number of riders wearing last year's leathers and using last year's equipment. Why? Most said that sponsorship money is getting harder and harder to come by, hence the money saving moves.

Isle of Man road race fans can look forward to seeing an all-new grandstand at the Douglas start/finish area next year. Work on the first phase of the improvement has begun and is scheduled to be completed early in '87. The new grandstand will be moved back about 30-feet from the present site and the entire pit area will be refurbished. Information on the 1985 Isle of Man TT week can be obtained from The Isle of Man Tourist Board, 13 Victoria St., Douglas, Isle of Man.

The March 8 Daytona Formula One National will be Freddie Spencer's first race since a crash in practice at Laguna Seca on July 21 of last year. Spencer sustained a broken left collarbone with the break coming at exactly the same location he had broken it two years earlier. The healing process kept him from racing the final three 500cc GPs of the season.

Harley-Davidson's Trihawk division has vacated their Dana Point, California, headquarters. According to Harley-Davidson's Vice President of Engineering, Mark Tuttle, all parts, tooling and production facilities have temporarily been moved to H-D's Milwaukee facility, pending a final decision for the location of the Trihawk assembly lines.

In a recent test session for MacLean Racing at Willow Springs, former U.S. Superbike Champion Wayne Rainey turned 1 minute, 31-second laps in his first ride on an RS250 Honda. Rainey will ride the Stuart Toomey-prepared 250 and an RS500 in U.S. Camel Pro Series road races this year; joining Rainey on 250s will be Joey Sommers, with two-time U.S. Formula One Champion Rich Schlachter riding another RS500 for MacLean Racing.

The 17th annual International Motor Cycle Exhibition has been scheduled for September 18-22 at the fairgrounds in Cologne, West Germany. The show is traditionally the first showing of the next year's new models from major manufacturers. The 1984 show drew 203,000 visitors from 64 countries.

The Chaparrals M.C. will hold the 15th annual AMA District 37 Coyote Derby Enduro near Red Mountain, California on March 3. The dual-point event will pay points in D-37, Family Racing Assn. (FRA), or both. FRA's regular monthly enduro will be held March 17 in Lucerne Valley. Beginning riders are welcome, and no membership is required.

Canadian motorcycle clubs have taken the Retinitis Pigmentosa Foundation as a cause, and in a nationwide "Ride for Sight" program have collected over $250,000 annually for research. In response to this interest, the RP Foundation has offered a European tour organized by Beach's Motorcycle Adventures, Ltd. as a grand prize for the individual who collects the most money during the fund raising. This year the award went to Mr. Leslie Blow of Sidney, B.C.

Bell Helmets will sponsor the 1985 Daytona 200, and the Bell Superbike bonus will be added to the purse. Bell will also be sponsoring the Bell Superbike Classic at Laguna Seca in July, and will award the 1985 Manufacturer's Perpetual Trophy to the motorcycle manufacturer who accumulates the most points in the two races.

At the March 17 FRA Tinhorn Enduro, Lakewood (California) Honda is donating a Honda EX650 generator to be given away by random drawing. All entrants are eligible. Also, on Saturday, March 16, Jerry Counts of Countdown Engineering, will be conducting free timekeeping seminars, and will be giving away a free $200 Countdown enduro computer to a seminar participant.

On Saturday, March 2, at the Chaparrals M.C. enduro, there will be an AMA D-37 (California) enduro meeting at the UEA campsite. The meeting's topic will be the philosophy of enduro clubs for the 1985-'86 season. Also, those D-37 members who earned trophies at the February 17 Quicksilver National Enduro should see Art Moore at the Chaparrals event for trophy pickup.

The inaugural running of the "Michiganationals" has been added to the AMA Dragbike series, and is slated for June 29-30 at the Martin, Michigan Dragway. In other scheduling changes, the May 4-5 event scheduled for Roxboro, North Carolina has been moved to the new Dorchester Dragway near Charleston, South Carolina. For further information contact: AMA Dragbike, 2100 Baker Ave., Utica, New York 13501.

Defending National Champion Terry Cunningham (Hus) turned in a strong 21 point ride in the February 24 Brickhouse 100 National Enduro in Whitmire, South Carolina, to top a field of nearly 400

riders. Jeff Fredette (Kaw) finished second overall with 27 points, one better than third overall Darryl Kuenzer (Hus). Mike Melton, winner of the February 17 National in California, sustained a broken left forearm in a riding accident on February 22. Melton returned to his home base in Columbus, Ohio, to see a specialist about numbness in his thumb and two fingers. At presstime, Melton was being checked for nerve damage which may require surgery.

While Suzuki and Yamaha didn't field any factory riders in the 125cc class in outdoor National MX in 1984, the scene will change this year. Yamaha will send Keith Bowen in to do battle while Suzuki will field factory rider George Holland as well as Support riders A.J. Whiting, Erik Kehoe, Russ Wageman, Mike Healey and Bobby Moore. All of the Suzuki teammates will be mounted on preproduction models of the 1986 RM125 at the Gainesville National, according to tuner Jeff Clark.

With the closure of southern California's Indian Dunes, the CRC motocross scheduled for March 3 has been moved to Perris Raceway; the March 10 event will be held at Corona Raceway; the March 17 event at Hungry Valley; and the March 24 event at DeAnza Cycle Park. For more information call CRC at 213/830-7519.

The Fram division of Allied Automotive, marketer of Autolite spark plugs, has announced Autolite's three-year sponsorship of Husqvarna's off-road motorcycle team. Jeff Stephen, vice president of marketing for Fram said "... We want to work with Husqvarna to develop the industry's best spark plugs for off-road motorcycles, and want our plugs associated with an off-road motorcycle that performs."

Goose fanciers should set aside Memorial Day weekend — May 24, 25, and 26 — for the seventh annual Big Country Moto Guzzi Rally, to be held in New Cumberland, West Virginia. Last year's event drew over 300 people from 29 states. For more information write Merle Bush, 347 Glenn Ln., Follansbee, WV 26037.

"It looks as though I'll be doing strictly mile Nationals this year," said Hank Scott at Houston. "I've got a program with Dan Murrell to ride a Honda RS750. I'm tied with Jay (Springsteen) for mile National wins at 12 and I'd like to add a few to that total this year. Scott Pearson will be teamed up with me and he'll have a separate program to ride the half mile Nationals on a Harley-Davidson."

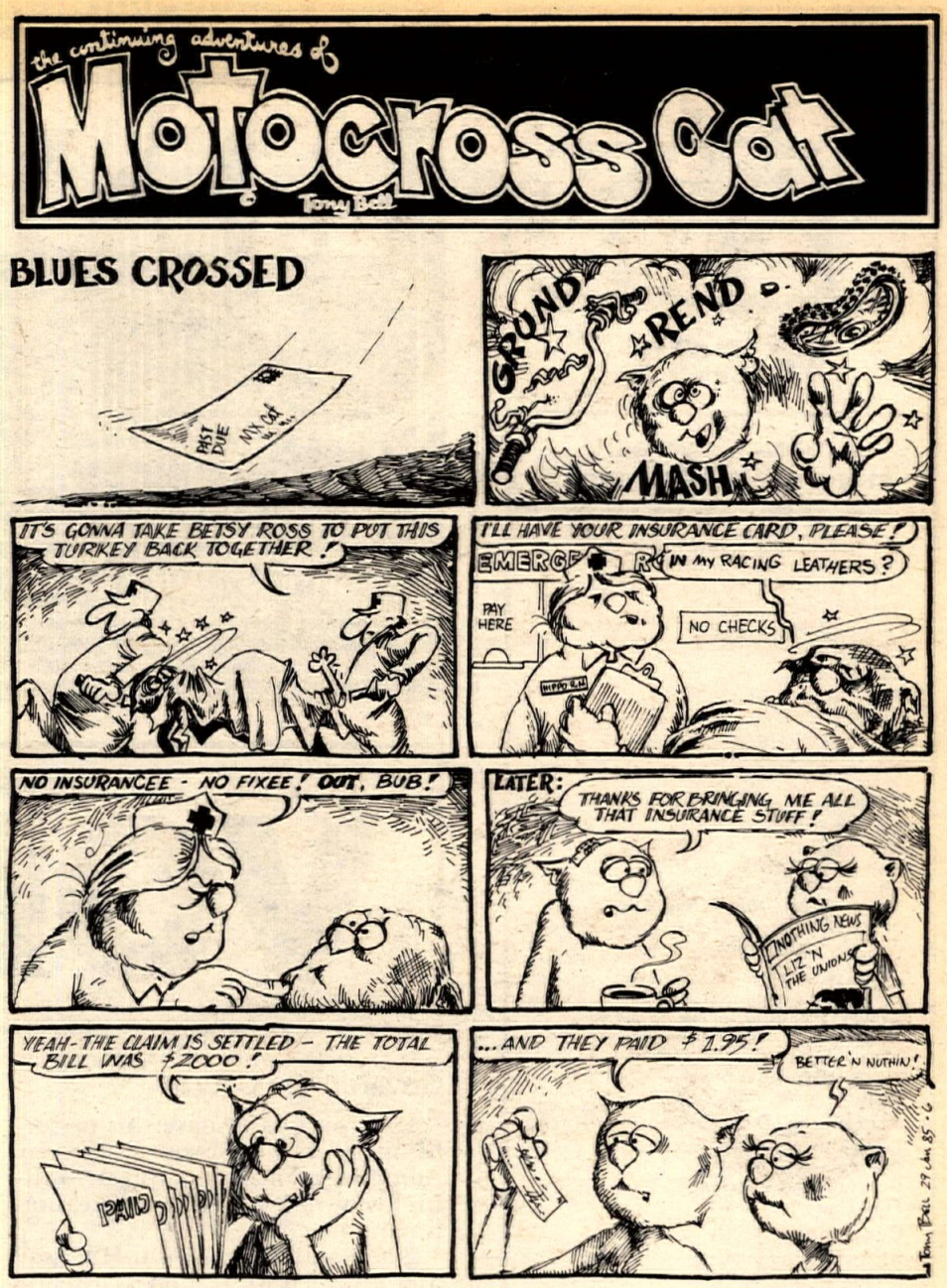
BMW has announced the recall of some 2800 early-production K100 motorcycles, to correct a defect in the electrical grounding of the stoplight switch. As it is, when the switch is activated, electrical current can pass through the throttle cable and the arcing that results could cause the throttle to hang up. To date, there have been no reports of accidents or injury from this condition. BMW dealers will install a ground cable on the affected bikes free of charge to correct the problem.

Privateer Scott Pearson, hot off his great showing at the Houston Astrodome Camel Pro Series TT and Short Track events, gave tribute to his mechanic, Dave Bird of Dave Bird's Motorcycles, a Sonora, California Honda and Yamaha dealership. "He did everything," Pearson said, "the chassis, the engine, everything. I want to make sure he gets all the credit. A rider can't do it without the mechanic."

Midwestern British bike enthusiasts should circle June 29 on their calendars: The date of the fourth Annual British Bike-In, this year slated for Cherryvale, Kansas. The event has been moved from its former Independence, Kansas location to provide indoor display facilities. Trophies and prizes will be awarded for most original, best custom, long distance, oldest bike, best competition and best overall. Contact Ron Lewis, 1716 Highland Dr., Independence, KS 67301. 316/331-3347.

Ashland Petroleum Company has announced it will triple its production of general-purpose carbon fiber, dropping the wholesale price into the range of $10 per pound. This new low price should make the material attractive for high-strength, lightweight molded components like motorcycle fenders and fairings.

Ted Boody has resigned his position on the AMA professional competition advisory board. "I spent over $1,000 of my own money attending meetings and fighting for rules which I felt would help the sport. I've resigned because one of the rules adopted wasn't applied — specifically in my case. It doesn't make sense to spend my own money to push rules which aren't enforced. When (referee) Duke Olliges talked to me the first time about riding tactics in my accident with Chris Carr he said I would get a citation and a possible fine — which is what the rules call for. I was called back later by Duke and he told me I was disqualified. If they were going to do that then some other riders including Bubba Shobert for his riding in the TT where he smacked Scott Parker but took himself out instead, should also have gotten the same treatment. It was a last lap, last turn desperation charge between Carr and myself. We didn't bump that hard. In fact, I didn't know he went down until I got to the pits." •



MOTORCYCLE INDUSTRY CHANGES

Born Shay Ryan Weaver, on December 10 to speedway racer Mark Weaver and his wife — former speedway racer — Pam "Pinky" Bennett-Weaver.

Born Justin Cody Jones, to Joe Jones of Joe Jones Distributing in San Marcos, California, and his wife Cindy on January 28.

Correction The generator of the Suzuki GSXR750 is gear-driven by the clutch, not by the crankshaft as described in the photo caption on page 13 of the February 27th issue; and the bike's Mikuni carbs have accelerator pump circuits, not power jets.

Married Bob Heideman, Vice President of AMCO motorcycle accessories (and tuner for Gary Scott's western dirt track appearances), to Vickie Castleberry on February 2.

Named Exclusive distributor of Michelin racing tires west of the Mississippi, including Alaska and Hawaii, International Cycle Racing Tires, 1845 Redondo Blvd., Long Beach, CA 90804, 213/597-0339; the company will also attend club and selected national road races; the program is being directed by Tim Smith, formerly of American Mugen and Kawasaki.

Formed Spencer and Space, by Lesley Spencer, to produce new product releases for the motorcycle/ATV industry; address is P.O. Box 7315, Laguna Niguel, CA 92677, 714/643-0468.

Appointed As importers and master distributors for Ferodo high-performance brake pads, Van Leeuwen Enterprises, Inc. of Arleta, California; the company is one of several new direct-importing distributors set up by the English company, which seeks a larger share of the U.S. market.

Fired From Rider magazine upon their return from a tumultuous test and photo assignment during which personal arguments allegedly endangered their editorial mission in Death Valley, California, Feature Editor Jerry Smith, Art Assistant Mary Austin and contributing photographer V.V. Hsu, by Editor Tash Matsuoka; Smith had worked for the magazine for eight months, Austin for two years, Hsu for five years.

Correction *Only* the California Chapter of the American All-Terrain Vehicle Association (AATVA) has reorganized under the name California All-Terrain Vehicle Association (CATVA). CATVA will continue as the California arm of AATVA, and AATVA will remain intact as the national and sanctioning organization for off-road events. For information on AATVA's activities contact Roy Janson, President, AATVA, P.O. Box 6121, Westerville, OH 43081-6121. 614/891-2425. CATVA can be reached through Sharon Bishop, President, CATVA, 3550 Foothill Blvd., Glendale, CA 91214. 818/249-2141.

Appointed Art Bagnall, as Advertising and Marketing Director for Richter Motorcycles Products, Qwik Products, and Privateer Performance Accessories; formerly Racing Director for Bell Helmets, and co-publisher of Van, Pickup & Off Road Industry News.

On the road again 1980 Supercross Champion Mike Bell, as a representative for Oakley Goggles at all supercross and National motocross events.

In plaster Brian Lunnis, tuner for Honda's Bob Hannah, after breaking his right foot in a get-off while riding in the California desert.

Married Team Kawasaki motocrosser Billy Liles and Cee Rivers in Atlanta, Georgia, on February 14; Liles has been recuperating from knee surgery. •

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Eddie Michetti styles on the new '85 CR250 Honda at DeAnza Cycle Park. Test on the CR begins on page 12. Photo by Kit Palmer.

inside:

SUPERCROSS: Barnett bombs Atlanta SX 6
MOTOCROSS: Golden State concludes at Lake Madera ... 10
Golden State amateurs invade Hollister 22
ENDURO: Melton tops AMA national opener 16
DESERT: Hunnicutt tames D-37 Brushbuster H&H 24
TEST: Honda's '85 CR250R motocrosser 12
TRAINING: Brad Lackey's training tips — part nine 18
POLITICS: C.A.R.B says okay 25
LOCAL RACING: How they placed 26

voices

Governor on OHVS

I am pleased to have this opportunity to share with your readers my Administration's commitment to off-highway motor vehicle recreation programs.

The State Division of Off-Highway Motor Vehicle Recreation is currently making substantial progress toward increasing recreational opportunities for all off-highway enthusiasts. A seven-member commission, supported by our Administration, was formed to study various aspects of the program, such as safety training, public planning meetings, recreational activity and user representation.

We also recognize the importance of acquiring new recreational areas so that off-highway road users can enjoy their favorite pastime. We are presently working to acquire 47,000 acres for off-highway recreational use in Fresno County, and we are exploring the possibility of acquiring additional acreage statewide for this purpose, including 25,000 acres at Ocotillo Wells in southern California.

The Adminstration also supports a grant and cooperative agreement program, whereby we work with the federal government and local agencies to use additional recreational lands.

With the support and input from readers of *Cycle News*, as well as all other off-highway users, our Administration will do its best to continue improving the facilities and opportunities available for California's off-highway motor vehicle enthusiasts.

GEORGE DEUKMEJIAN
Governor
Sacramento, CA

Unhappy guy

Last year I attended the Great American Motorcycle Exposition in San Francisco and was greatly disappointed in the lack of participation of motorcycle manufacturers and accessory suppliers.

This year was no different. In fact, this show was terrible. My thanks to those manufacturers such as Kawasaki, Yamaha, Michelin, Carlisle, BMW, Kosman and others who took the initiative to keep the show from being a complete failure. Also a round of applause to Doug Domokos.

I myself drove 300 miles (round trip) to see a farce of a motorcycle exposition. Not only did they close the expo at 8:00 p.m, when advertised until 10:00 p.m., but again they could not have a complete showing of the major motorcycle companies.

It is unfortunate that the promoters can not make the effort to produce a show worth paying for. I myself would be willing to pay a fair amount in admission to see a first-class show such as in Europe and not a half-assed and incomplete show which takes advantage of motorcycle enthusiasts such as myself.

CHARLES PRICE
Folsom, CA

Setting the record straight

I just finished reading John Burrus' article about last month's AFM/PRRO challenge races at Phoenix Firebird Raceway for the umpteenth time. I couldn't put my finger on just what it was that irked me about the article. What he wrote about was true... sort of — he had most of the facts down — sort of, and missed a few key points — sort of.

Here's what I saw happen concerning the Championship Cup Series Endurance opener. It would be of interest to note that Team Lockhart's trick 900 Ninja was being challenged for the overall win by a box stock FJ600 Yamaha in the *capable* hands of Team Spirit's Bruce Sass and Tom Marquardt.

No word was mentioned that Team Spirit's FJ600 won the six-hour GTU class.

As the challenge sprint races held on Sunday, some credit is due to the dozen roadracers from Colorado who represented the Mountain Roadracing Assn. (MRA). Of the nine events they participated in, they brought home three seconds, and five third-place trophies, plus second overall in the six-hour.

Concerning records... Scott Gray shaved 2.5 seconds off the old 2:18 record which was set two weeks earlier by the MRA's Bob Burkler — Scott Gray's record time was short lived because it was lowered another two seconds to 2:13.08 by the MRA's Bruce Sass. By the way, the Formula I and III results weren't even listed.

What irked me about the article is that it was at odds with what I actually saw, and I have come to expect the truth to be reported in *Cycle News*.

TOM NICKELL
Denver, CO

F-1 vs. Superbike

I have been reading about the F-1 vs. Superbike at Daytona question for some time now and I think we are all missing the point. *Why* isn't the premier event at the Speedweek a bonafide 500cc World Championship event?

Factory participation in F-1 is falling. Why? Too expensive for the return in advertising! If the advertising were taking place in the number one motorcycle market in the world perhaps the return on investment would be better. I can't believe that — with promotion by the AMA, the FIM, Daytona Speedway, Yamaha and Honda — Formula 1 wouldn't draw the biggest crowd ever.

With Yamaha plastering Kenny and Eddie and Wayne's faces all over and Honda doing the same with Freddie and Randy, with the usual Bad Guy vs. Good Guy hype that they push in their MX and flattrack ads, it couldn't lose.

If we want F-1 to be popular in the USA we're going to have to have a race here so our guys can kick ass in front of a home-town crowd. One of the reasons why automobile F-1 isn't doing well here is that Phil Hill, Dan Gurney and Richie Ginther were born too soon. I hope we won't have to say that about our current crop of world beaters.

Keep up the good work — weekly news, not monthly history.

JIM DINCAU
Lake View Terrace, CA

Rothmans

It was nice to read in the February 13 issue that Rothmans International will be sponsoring Team Honda and Freddie Spencer in the 500cc Grands Prix. But your statement, "This marks Rothmans' first venture into racing," is hardly accurate.

Rothmans International has sponsored the World Endurance Championship-winning 956 Porsche factory cars with drivers Derek Bell, Jacky Ickx and Stephan Bellof and Jochen Mass the past two years, 1983 and 1984. They won LeMans in 1983. Also sponsored the Jacky Ickx team Porsche 911 that won Paris-to-Dakar in 1984. Sponsors need credit due if we expect more in motorcycling. Thanks.

JIM GIANATSIS
Gianatsis Design
Van Nuys, CA

This is Cycle News, *not Car News; Rothman's involvement with HRC is the company's first involvement with motorcycle racing... Editor.*

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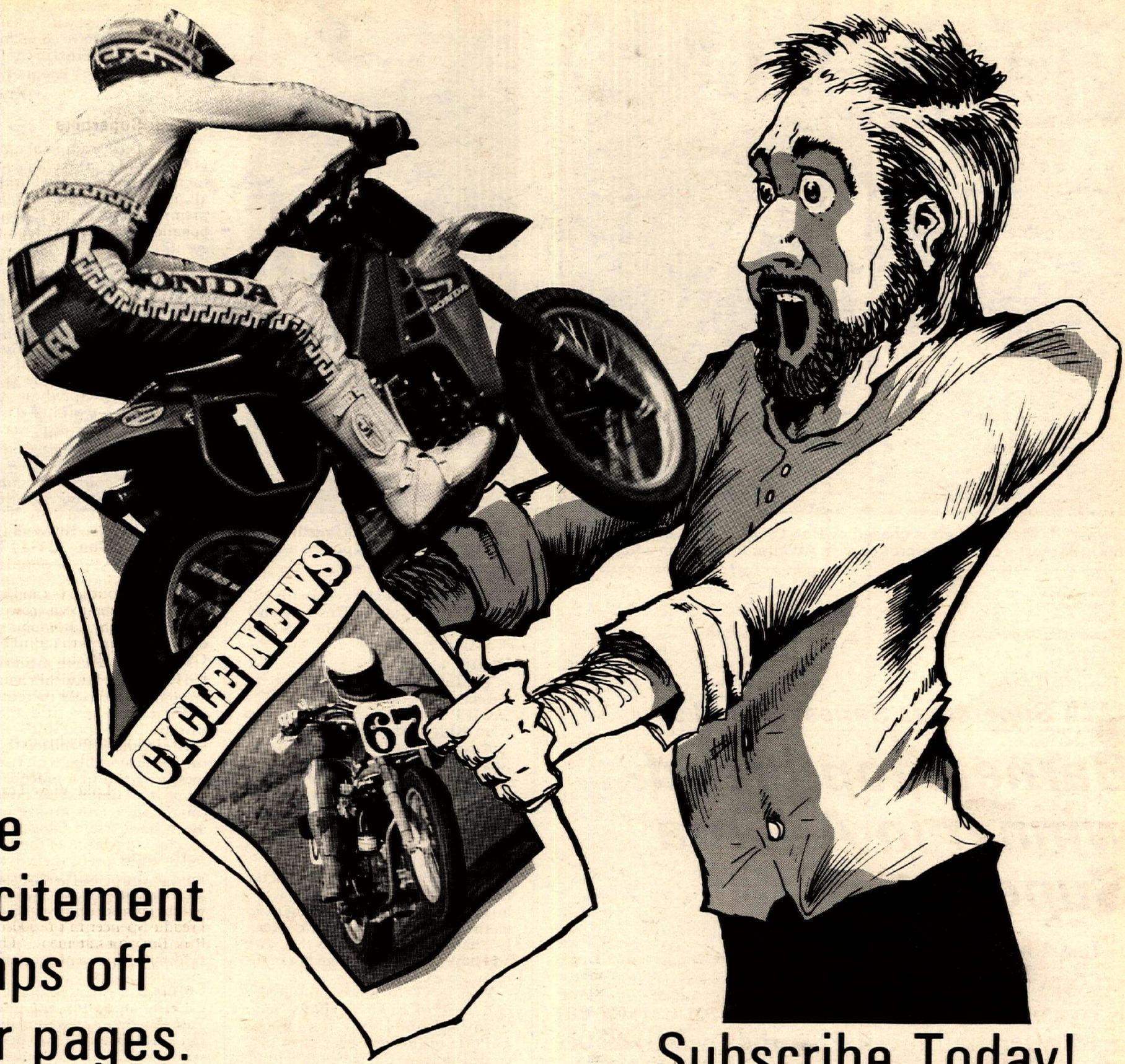

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PHOTOS BY RICHARD DeLIBERTIS and KOLNOWSKI

Kawasaki's Mark Barnett is chased by Ron Lechien's (6) and Jeff Ward. This is Barnett's third supercross win in Atlanta; first win on a Kawasaki.

Broc Glover finished fourth overall with a 10-1 tally. However, Glover maintains the series points lead over Ward and Lechien, 131-113.

AMA Supercross Series: Round 5

Barnett top bread-winner in Atlanta Supercross

By Tom Kolnowski

ATLANTA, GA, FEB. 23

Kawasaki's Mark Barnett wore an ear-to-ear grin after hammering to the overall 250cc class win before a near-capacity crowd at the Miller High Life Superbowl of Motocross in Atlanta-Fulton County Stadium. He couldn't seem to shake the grin even after a half hour before the cameras and microphones in winner's circle. And Barnett had plenty of reason to be jubilant; the win was not only his first as a member of the Kawasaki effort, but also brought a nearly two-year-long Supercross win dry spell to an end.

"This one feels as good as the first win of my career!" Barnett screamed as the cameras zeroed in on him after he had scored the overall win — via a consistent 2-2 performance in the main event motos — to top Seattle Supercross doubleheader winner Ron Lechien and Kawasaki's Jeff Ward in the evening's final tally.

Honda's Lechien turned in a dominating performance to win the first moto in runaway style over Barnett, Honda's David Bailey, Ward and reigning series champ Johnny O'Mara. Lechien again assumed the lead as the gate dropped in the final moto, but Yamaha's Broc Glover pressured and railed past at the halfway mark then jammed on to the win. Lechien took an excursion through a length of course markers in the late laps, and Barnett and Ward sailed past to finish 2-3 ahead of Lechien.

Michigan resident Eddie Warren was the class act of the 125cc Pro-Am division, piloting his Kawasaki to a runaway win in the main event over Honda Support rider Larry Brooks.

Glover, with a 10-1 score which earned him fourth overall, still has a stranglehold on the series point lead with a total of 131 points. From there on, the standings shuffled considerably; Ward and Lechien pulled into a tie for second at 113, while Barnett's win vaulted him from sixth to fourth with 109 points.

Clogged freeways, a sight common to any Atlanta commuter, were the norm in the vicinity of the stadium as the 8:00 p.m. starting time approached, and a record crowd for an Atlanta Supercross — 45,974 — jammed the gates and eventually filtered into the stands. Unseasonably warm temperatures in the 70s and clear skies prevailed.

Heats

The first of four 250cc heats on the red clay-based track turned out to be a Team Tamm show, as team members Alan King and Andy Stacy caught and passed leader Jeff Hicks in the final laps. King made his break around Hicks on lap seven and pulled away for the win, while Stacy cut inside Hicks on the last lap to finish second. Hicks, Suzuki's A.J. Whiting and Yamaha Support rider Jim Holley rounded out the top five.

"I'm getting used to the feel of the Kawasaki," said King, "but I feel a bit cramped since they are a bit shorter than the Hondas we rode last year. I've had lots of good heats this year; all I have to do is get it together in the main for a change."

Yamaha's Keith Bowen only needed two laps to catch Suzuki's Scott Burnworth and Husqvarna's Danny LaPorte in the next heat, then proceeded to leave the pack far behind. Yamaha-supported Danny Storbeck diced with then passed LaPorte on lap four of the eight-lap affair and settled into a comfortable third. Bowen, doing crowd-pleasing cross-ups over the jumps, had the track all to himself as he notched the win. Burnworth, Storbeck, LaPorte and Suzuki's Erik Kehoe followed.

Bailey, riding with still-tender fingers from a crash in the Seattle Supercross, was back in form in heat three. After dicing with Barnett in the early laps, Bailey snuck away and put in a flawless ride for the win.

Barnett, however, had company: Lechien. Lap after lap, Barnett and Lechien went at it, with Barnett always holding a slim advantage. But in the final sweeper heading toward the finish line on the final lap, Lechien took an inside line, knocked handlebars with Barnett and sailed across the line for second over Barnett by a yard. Ward and Malcolm Smith-backed Alley Semar copped fourth and fifth, respectively, but would have to ride the semis for a chance at the main.

"Winning did a whole lot for my confidence," said Bailey. "This season started out bad for me, but so did last year. We have two more motos to go here tonight, and I have to keep it going."

"I kept on making mistakes," said Lechien, "and I saw the chance to get around Barnett right there in the end. I just had to give it a try, and it worked."

Glover took off and left the pack in the last heat, riding with two broken toes sustained in a practice crash at home in El Cajon, California. "I got caught in a rain groove and went down hard," said Glover, "and the toes took the brunt of the fall. I have them taped pretty heavily, but it's hard to shift." Still, Glover appeared to have little trouble winning over O'Mara, Rick Johnson, Bob Hannah and Tuf Racing's Tom Rice. Team Tamm's Mike Beier came from near last to finish sixth behind Rice.

Semis

Floridian Kenny Keylon and his Yamaha Support teammate Holley put on a show in the first of two semis, with Holley leading Keylon in their battle through most of the first seven laps. But late in lap seven, Keylon launched himself off a jump and sailed past Holley into the lead, which he kept. Holley lost a few seconds on the final go-round and placed second, while Bettencourt's Honda-sponsored Jo Jo Keller managed to get the upper hand in a dice with Ward to take third at the finish.

"I had a terrible start," said Ward, and always seemed to get caught behind slow riders when I needed to pass." Finishing fourth meant Ward would have to ride the Last Chance Qualifier for a chance at the finals.

Hannah jumped out front on lap two of the second semi with LaPorte, Beier and Rice in tow. LaPorte took a spill on lap four, and Kehoe picked up the slack to follow winner Hannah across the finish line. Rice and Beier finished 3-4.

Last Chance Qualifier

Whiting assumed an immediate lead as the gate dropped in the Last Chance Qualifier, and he led every inch of the way for his ticket to the finals. Ward got another back-of-the-pack start, and by lap five of the eight laps was knocking on the door on

Almost 46,000 spectators filled the Atlanta-Fulton County Stadium and saw Barnett (9) use consistent 2-2 scores to nail the overall.

Team Tamm's Alan King (10) is still having troubles adapting to Kawasakis. David Bailey (1) won his heat race and went 3-6 in the finals for fifth.

second-place LaPorte. On the final circuit, Ward jumped past LaPorte and held second to the finish for the last transfer spot.

Finals

A red and white-clad Lechien streaked to the front of the 20-rider pack as the first moto got under way, a position he would hold for all 12 laps. "I got off clean on the start and was off and running," said Lechien. "I tried to put on a real good pace that nobody else could match, and it worked out fine. I felt real comfortable out there."

O'Mara, Bailey, Barnett, Ward, King and Johnson formed a loosely-knit pack losing touch with Lechien in the early laps, while Bowen, Hicks and Keylon regained their composure after tasting the turf in a first-corner mishap. Into lap three, O'Mara took a trip over the haybales coming off a double jump and dropped well back in the pack. Bailey, with Barnett for company, assumed a distant second behind Lechien.

Shadowing Bailey on lap nine, Barnett caught an inside line through a sweeper and pulled ahead, while Ward had made up the deficit and joined the Barnett/Bailey feud. Barnett held fast in his lines through the last three laps to follow winner Lechien across the finish line — three seconds later. Bailey, Ward, O'Mara, Hannah, Burnworth, King, Johnson and Glover rounded out the top 10.

"It took me a couple of races to get used to the new Honda works bikes," said Lechien, "but now I can use all of the power and cut some fast times."

"Bailey made a little mistake and I managed to get past him," said Barnett. "After I got around, he didn't give me much of a fight. It was easy to hold on from there on."

"I'm back where I should be running — toward the front," said Bailey. "My preparation over the past few weeks seems to be paying off, and it makes me feel better about the rest of the season."

Lechien again tore off with the lead in moto two, but Glover — this time with a top flight start — was in the thick of the chase, along with Barnett and Burnworth. Ward, O'Mara, Johnson and King followed the front four.

Things near the front stayed the same until lap five, when Glover pulled off a clean pass on Lechien just before setting for a jump, but was unable to create any sort of cushion. On lap eight, Lechien got out of shape in a stretch of whoops and bounded off the track, taking a length of banners to the ground with him. In the few seconds it took Lechien to get back in the chase, Barnett, with teammate Ward in tow, romped past into second and third, respectively.

Glover held for an "easy" win, while Barnett led Ward across the line by mere inches to lock up the overall win. Lechien, Burnworth, Bailey, Johnson and O'Mara followed them home.

Barnett, winner of the Atlanta Supercross in 1981 and 1983, was kept plenty busy with interviews and siging autographs in and around winner's circle. "I sort of knew if I finished second in that last moto I would be the overall winner," said Barnett. "I got a little too tense and Wardy and the other guys almost caught me. I should've just not worried about them and just tried to catch Glover. This really breaks the ice for me!"

"I had to show everybody I could still ride in that second moto," said Glover. "I had bad starts most of the night, and made a few mistakes in the first moto. I felt I could've done pretty well in that one if I hadn't gotten out of shape once in the whoops."

125cc Pro-Am

Georgian Keith Turpin, on his home turf, squeaked to the win in the first of two 125cc Pro-Am heats over Kawasaki pilot Eddie Warren and Suzuki's Mike Healey, while Mark Crozier took fourth over Carroll Richardson.

Kawasaki pilot Dennis Daft ran away from the rest of the field in the last heat, while Taylor Marcell passed Larry Brooks on the fourth lap and went on to place second. Todd Harrell, Gerald Wood and Bart Shiflett rounded out the top five ahead of Brooks.

In the final, Warren hooked up and left the pack immediately, and after the first lap enjoyed a three-second cushion. Daft, Brooks and Turpin kept tabs on each other while Warren ran away.

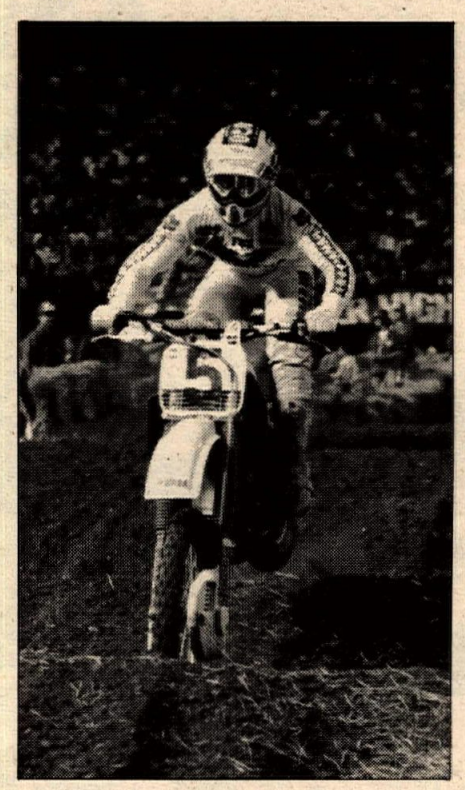
Warren sailed to the win in a no-frills manner, while Brooks got away from Daft to finish a distant second. Mike Jones and Healey trailed for fourth and fifth, respectively.

For Warren, his first ride in the series couldn't have been nicer. "I've only been able to race twice in the last four months," said Kawasaki rider Warren. "The snow is real deep back home in Michigan, so it's hard to train, but I did spend the last few weeks in Florida. Things are looking up — this sure feels great!" ●

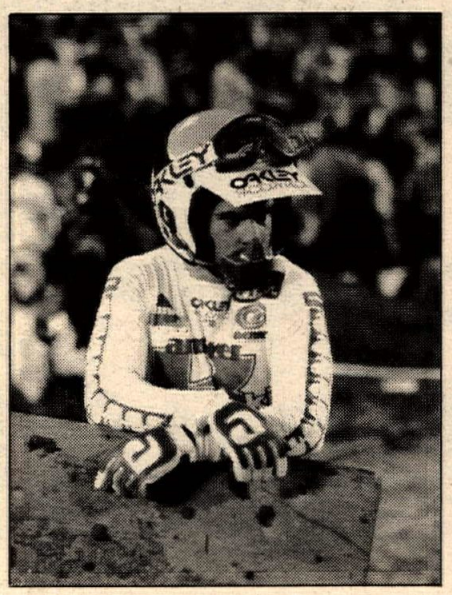
Results

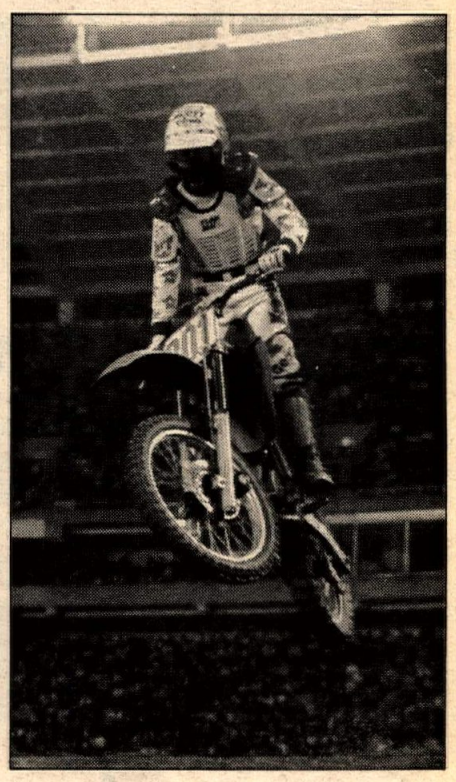
250cc: 1. Mark Barnett (Kaw) 2-2; 2. Ron Lechien (Hon) 1-4; 3. Jeff Ward (Kaw) 4-3; 4. Broc Glover (Yam) 10-1; 5. David Bailey (Hon) 3-6; 6. Scott Burnworth (Suz) 7-5; 7. Johnny O'Mara (Hon) 5-8; 8. Bob Hannah (Hon) 6-9; 9. Rick Johnson (Yam) 9-7; 10. Alan King (Kaw) 8-10; 11. A.J. Whiting (Suz) 11-11; 12. Jim Holley (Yam) 12-12; 13. Danny Storbeck (Yam) 15-14; 14. Jo Jo Keller (Hon) 13-16; 15. Kenny Keylon (Yam) 16-15; 16. Jeff Hicks (Hon) 18-13; 17. Erik Kehoe (Suz) 14-19; 18. Tom Rice (Kaw) 17-17; 19. Keith Bowen (Yam) 19-18; 20. Andy Stacy (Kaw) 20-20.

125cc PRO-AM: 1. Eddie Warren (Kaw); 2. Larry Brooks (Hon); 3. Dennis Daft (Kaw); 4. Mike Jones (Kaw); 5. Mike Healey (Suz); 6. Carroll Richardson (Kaw); 7. J. Wendell Simmons (Cag); 8. Taylor Marcell (Kaw); 9. Keith Turpin (Kaw); 10. Mark Crozier (Hon); 11. Rodney Barr (Kaw); 12. Gerald Wood; 13. Joe Zamperini (Kaw); 14. Billy Robison (Kaw); 15. Jeff Glass (Hon); 16. Bruce Gates; 17. Todd Harrell (Kaw); 18. Bart Shiflett (Suz); 19. Greg Maddux (Yam); 20. Fred Andrews (Hon).



(Above) Rick Johnson didn't have a good night — his 7-9 finishes netted him ninth overall. (Below) After the Seattle Supercross, Barnett said he would start winning.





(Above) Eddie Warren made his first appearance in the 125cc Pro-Am class and won. (Below) Suzuki's Scott Burnworth (39) and Ward dice.

POINT STANDINGS: 1. Broc Glover (131); 2. (TIE) Jeff Ward/Ron Lechien (113); 4. Mark Barnett (109); 5. (TIE) Rick Johnson/Johnny O'Mara (108); 7. Scott Burnworth (93); 8. Keith Bowen (80); 9. Goat Breker (68); 10. A.J. Whiting (66).

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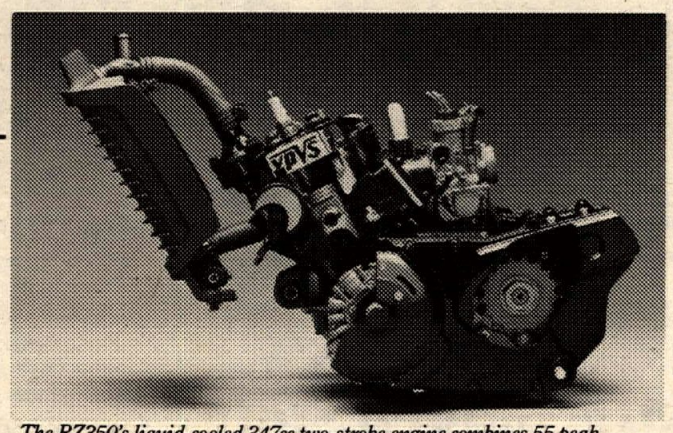

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PHOTOS BY KIT PALMER

Jim Tarantino (53) took the overall in the 125cc Pro class with a 2-1 tally. Billy Frank (73) won the first moto but crashed in the second.

CMC/Skoal Bandits Golden State Nationals: Round 7

Tarantino, Leisk, Larson sweep Golden State finale

By Kit Palmer

LAKE MADERA, CA, FEB. 23

South African National Champion Jim Tarantino, Australia's 250cc National Champion Jeff Leisk and Phil Larson were all Pro winners at the eighth and final round of Continental Motosport Club/Skoal Bandits' Golden State Nationals in Lake Madera. However, of those three riders, only one of them can claim being a 1985 Golden State Champion — Honda rider Phil Larson. Larson, as well as Yamaha rider Jim Holley and Suzuki's A.J. Whiting have clinched Golden State championships in their respective classes: Whiting in the 125s, Holley in the 250s and Larson in the 500cc class.

After the official results were tallied following last week's round in Hollister, California, Whiting had clinched the 125cc Pro class and didn't make an appearance today at Lake Madera, since he raced in the Atlanta (Georgia) supercross the night before. Like Whiting, Holley competed in the Atlanta supercross, placed 12th and flew in for the Golden State race the same morning. Holley went into today's race with a commanding points lead over Kawasaki's Jeff Ward, who also flew in from Atlanta on the same flight as Holley. All that Holley had to do to claim the 250cc Golden State Championship was to at least finish either motos — which he did.

Larson, too, had a comfortable points lead in the 500cc class going into today's final over Scott Sargent, and easily clinched the championship by winning both motos.

In the 80cc Expert class, Honda rider Kyle Lewis clinched their championship after winning the first moto. In the second round, though, Lewis crashed while pursuing moto leader Colin Karcher and finished fifth. This gave the day's overall to Karcher, who went 2-1.

Kawasaki rider Billy Frank almost took the win in today's 125cc Pro class, but a second moto crash spoiled his chance. Frank came from a seventh-place start to win the first moto, while Tarantino took second. However, during the second round while challenging for the lead, Frank crashed, which put the pressure off Tarantino, who was in fourth at the time. All that Tarantino had to do was place third in the moto and the overall would be his; instead, Tarantino won. His 2-1 tally was more than enough to beat Kawasaki rider Bader Manneh's 4-2 score.

Leisk — from Australia — became the first foreign rider ever to win a moto in a Golden State event after winning the first moto. He topped that record by becoming the first foreign rider ever to win an overall following his second moto second. Ironically, another foreigner — Canada's Ross Pederson — claimed second overall with a 2-3 combo.

In the 500cc class, Larson had to overcome stiff competition by Yamaha rider Jim Ellis to take the overall. Larson won both motos, while Ellis finished second each outing.

125cc Pro

Suzuki's Bobby Moore stole the holeshot at the start of the first 125cc Pro moto but was quickly passed by Manneh. At the end of the first lap, it was Manneh, Moore, Kawasaki rider Tyson Vohland, Honda pilot William Surratt, Frank and Yamaha's Eddie Hicks.

A lap later, Vohland slipped by Moore on the inside in a turn and started to reel-in the leader, Manneh. Vohland soon caught up to Manneh, and the two diced for the lead for only a lap, before Vohland dropped back a few bikelengths. While things were getting close up front, Frank was busy inching his way up through the pack; by the fourth lap, he had claimed third, while Suzuki rider Drey Dircks, Brian Manley and Tarantino followed.

At the halfway point, Frank had moved into second and started closing in on Manneh. A lap later, Frank zapped Manneh and took over the lead, while Tarantino slipped past Dircks for third and was narrowing the gap between Manneh and himself. Two laps from the finish, Tarantino passed Manneh but had a lot of ground to make up to catch Frank with little time left. With one lap to go, though, Tarantino started breathing heavily down Frank's back, but the Kawasaki pilot stayed tough and won the moto. Tarantino finished second ahead of Dircks, Manneh, Honda rider Manley, Pederson, Vohland and Surratt.

Vohland captured the holeshot in the second moto just ahead of Manneh, Frank, Surratt and Tarantino. By the start of the second lap, Frank had taken over the second spot and started to pressure Vohland. For the next four laps, the first three riders were engaged in a very tight dogfight. About four seconds behind was Tarantino and Surratt.

During the fifth lap, Frank came off a double jump and overshot the following left turn. Trying to make the turn, Frank buried his front wheel in the powdery berm and crashed. He quickly picked up his bike, but the motor had stalled, causing him to lose five positions. This gave second to Manneh, who was passed two laps later by Tarantino. Tarantino then passed the leader, Vohland, all in the same move. With one lap to go, Vohland crashed, giving second and third to Manneh and Pederson. At the finish, it was Tarantino, Manneh, Pederson, Vohland, Suzuki's Ross Wageman and Frank.

250cc Pro

Even though Ward's chances to catch Holley in the points standings were very remote, if not impossible, Ward said he wanted to make today's race to get in some last-minute practice on his works 250 in preparation for next week's nationals in Gainsville, Georgia. In the first 250cc moto, Ward got about half-a-race of practice before the swingarm nut came loose, causing him to slow. However, up until that time, Ward had a tough time getting around Leisk and Pederson. At the start — after two restarts because of a faulty starting gate — it was Wageman with the holeshot inches in front of Leisk, Pederson, Holley, Sweden's Leif Niclasson and Ward. By the third lap, Wageman had dropped back to fourth, making the top three Leisk, Holley, Pederson and Ward.

For the next three laps, Holley, Pederson and Ward were within inches of each other, while Leisk enjoyed a comfortable lead. During the fourth go-'round, Pederson dove underneath Holley in a turn, taking over second, while Ward did the same soon after.

Australian Jeff Leisk became the first foreigner to ever win a Golden State moto and overall. He did so in the 250cc class with a 1-2 total.

(Above) Bader Manneh leads Tyson Vohland and Tarantino in the 125s. (Below) Jim Holley clinched the 250cc championship. Leisk (10) pursues.

During the next couple of laps, Ward searched for a way around Pederson in every turn, but Pederson held his own. Just past the halfway point, Ward shot past Pederson, but a lap later, Ward started slowing with the loose swingarm nut. This gave second back to Pederson, while Holley and Tarantino moved into third and fourth. From this point on, the top positions were fairly spread out with Leisk still way out in front. In the end, it was Leisk, Pederson, Holley, Tarantino, Yamaha rider Andy Eson, Wageman and Honda rider Greg Zitterkopf.

Holley took the early lead in the second moto, while Leisk, Yamaha pilot Glen Bell, Ward and Honda-mounted Dave Coupe pursued. During the first few laps, Holley and Leisk were engaged in a great duel. The two riders swapped positions many times, then Leisk finally settled into the number one spot for a while. During the third lap, Ward passed Bell, reeled-in Holley, out-braked him going into a turn and had control of second. Three laps from the finish, Ward found a way around Leisk and went on to take the win. Second went to Leisk, while Holley washed-out on the last lap and gave third to Pederson. Holley finished fourth ahead of Bell, Tarantino and Wageman.

500cc Pro

Series points leader, Laron, took a commanding lead at the start of the first 500cc Pro moto, and even extended that lead as the race wore on. It looked to be another Larson runaway, but Yamaha rider Ellis was out to change all that. With Honda-mounted Zitterkopf safely in control in the third position, Ellis, who suffered a shoulder injury during the second round of the series at Sunrise Cycle Park and was making his debut appearance, started closing ground on Larson considerably. With only a few laps left in the race, Ellis was glued to Larson's rear fender.

The two riders started to dice, then Ellis made his move and passed Larson. However, Larson wasn't about to give up so easily, and on the last lap Larson retaliated. Ellis tried to make another attempt on Larson, but time ran out. Larson took the win followed by Ellis, Zitterkopf, Honda's Mike Fisher, Willy Simons, Niclasson and Suzuki rider Andy Ellis.

What was expected to be another Larson/Ellis duel in the second moto, ended up being a Larson runaway. However, at the start it was Larson's little brother, Mike, who took the holeshot and led for two laps before getting passed by Phil. Ellis had a sixth-place start, but he managed control of the second position by the third lap and left Mike Larson, Yamaha rider Rusty Ott, Kawasaki rider Pete Langley and Andy Ellis to battle over third.

As the race progressed, Phil Larson enjoyed a huge lead over Jim Ellis, who had a large advantage over Mike Larson, Langley, Andy Ellis and Simons. Near the end of the race, Simons moved into fifth, only a few bikelengths behind Andy Ellis and Mike Larson. This battle became more intense as the moto neared the end. Andy Ellis started to pressure Mike Larson hard and eventually took over the third spot. Up front, Phil Larson easily went on to take the win ahead of Jim Ellis, Andy Ellis, Mike Larson and Simons.

80cc Expert

In the first 80cc Expert moto, Yamaha rider Karcher started things off with the holeshot, but Kawasaki rider Jimmy Gaddis and Lewis were right behind. Lewis didn't take too long to get around Gaddis, then he set his sight on Karcher. Karcher put up a good fight, but the battle was won by Lewis. Karcher took second ahead of Honda rider Rick Simmet, Yamaha pilot Shaun Wooten and Gaddis.

In the second round, Yamaha rider Mike Pascarella took the early lead but was closely chased by Karcher, Gaddis and Lewis. Two laps later, Karcher and Lewis moved into first and second, and the top two riders started to pull away from the rest of the pack. However, during the fourth lap, Lewis, while heavily pressuring Karcher, went over the handlebars and crashed, dropping to fifth. This gave Karcher a healthy lead, while Gaddis, Pascarella and Simmet fought tooth-'n'-nail over second. During the last lap, Simmett slipped around Pascarella for third. At the finish, it was Karcher, Gaddis, Simmett, Pascarella and Lewis. ●

Results

125cc PRO: 1. Jim Tarantino (Suz) 2-1; 2. Bader Manneh (Kaw) 4-2; 3. Billy Frank (Kaw) 1-6; 4. Ross Pederson (Suz) 6-3; 5. Drey Dircks (Suz) 3-9; 6. Tyson Vohland (Kaw) 7-4; 7. Brian Manley (Hon) 5-7; 8. William Surratt (Hon) 8-9; 9. Eddie Hicks (Yam) 10-10; 10. Russ Wageman (Suz) 17-5; 11. Ray Sommo (Kaw) 12-11; 12. Bobby Moore (Suz) 9-14; 13. Clay Hoenshell (Suz) 11-15; 14. Rodney Harriger (Kaw) 21-12; 15. Craig Canoy (Kaw) 14-20; 16. Terry McGinnis (Hon) 18-18; 17. Doug O'Donnel (Kaw) 24-13; 18. Dean Matson (Kaw) 20-17; 19. Kevin Moore (Hon) 19-19; 20. Tim Rutherford (Kaw) 25-21.

250cc PRO: 1. Jeff Leisk (Hon) 1-2; 2. Ross Pederson (Suz) 2-3; 3. Jim Holley (Yam) 3-4; 4. Jim Tarantino (Suz) 4-6; 5. Jeff Ward (Kaw) 14-1; 6. Russ Wageman (Suz) 6-7; 7. Andy Eson (Yam) 5-9; 8. Glen Bell (Yam) 12-5; 9. Scooter Stafford (Suz) 10-8; 10. Dave Coupe (Hon) 8-11; 11. Randy Johnson (Yam) 13-13; 12. Lyndon Hefferdon (Kaw) 17-12; 13. Howie Ross (Suz) 15-15; 14. Don Goettling (Yam) 18-14; 15. Tim Winslow (Yam) 16-16; 16. Pat Sparks (Hon) 21-17; 17. Bader Manneh (Kaw) 29-10; 18. Lance Rieman (Yam) 22-18; 19. Damon Webb (Hon) 19-21; 20. Wesley Furrh (Hon) 23-20.

500cc PRO: 1. Phil Larson (Hon) 1-1; 2. Jim Ellis (Yam); 3. Andy Ellis (Suz) 7-3; 4. Mike Fisher (Hon) 4-6; 5. Willy Simons (Hon) 5-5; 6. Leif Niclasson (M-Star) 6-7; 7. Mike Larson (Hon) 15-4; 8. Pete Langley (Kaw) 9-9; 9. Larry Dashiell (Hon) 8-10; 10. Troy Bradshaw (Yam) 12-8; 11. Ron LaPointe (Yam) 10-11; 12. Scott Sargent (Kaw) 11-14; 13. Rusy Ott (Yam) 14-12; 14. Dave Newell (Kaw) 13-13; 15. Todd Teman (Yam) 18-15; 16. Greg Torgerson (Hus) 16-19; 17. Eric Marnoch (Hon) 20-16; 18. Gawen Dillard (Hon) 19-19; 19. Greg Zitterkopf (Hon) 3-DNF; 20. John Volk (Yam) 22-17.

80cc EXPERT: 1. Colin Karcher (Yam) 2-1; 2. Rick Simmet (Hon) 3-3; 3. Kyle Lewis (Hon) 1-5; 4. Jimmy Gaddis (Kaw) 5-2; 5. Shaun Wooten (Yam) 4-6; 6. Mike Pascarella (Yam) 8-4; 7. Shane Trittler (Yam) 6-7; 8. Chris Neal (Kaw) 7-8; 9. Mike Wiese (Yam) 11-9; 10. Paul Vlach (Kaw) 10-11.

MINI EX: 1. Colin Karcher (Yam) 2-1; 2. Kyle Lewis (Hon) 1-5; 3. Rick Simmet (Hon) 3-3; 4. Jimmy Gaddis (Kaw) 5-2; 5. Shaun Wooten (Yam) 4-6; 6. Mike Pascarella (Yam) 8-4; 7. Shane Trittler (Yam) 6-7; 8. Chris Neal (Kaw) 7-8; 9. Mike Weise (Yam) 11-9; 10. Paul Vlach (Kaw) 10-11.

FINAL POINT STANDINGS

125cc PRO: 1. A.J. Whiting (463); 2. Willy Surratt (391); 3. Eddie Hicks (362); 4. Doug Dubach (360); 5. Rodney Harriger (344); 6. Billy Frank (322); 7. Eric Kehoe (289); 8. Jim Tarrantino (277); 9. Russ Wageman (276); 10. Drey Dircks (240).

250cc PRO: 1. Jim Holley (466); 2. Jeff Ward (378); 3. Dave Coupe (314); 4. Ross Pederson (300); 5. Andy Eson (278); 6. Vaughn Style (260); 7. Jim Tarantino (251); 8. Glenn Bell (238); 9. Howie Ross (235); 10. Ron Lechien (224).

500cc PRO: 1. Phil Larson (476); 2. Willy Simons (414); 3. Scott Sargent (399); 4. Ron LaPointe (362); 5. Troy Bradshaw (360); 6. Mike Larson 329); 7. Larry Dashiel (324); 8. Rusty Ott (298); 9. Scott Manning (258); 10. Eric McKenna (245).

MINI EXPERT: 1. Kyle Lewis (349); 2. Mike Pascarella (307); 3. Rick Simmet (298); 4. Colin Karcher (288); 5. Shane Trittler (269); 6. Scott Brown (250); 7. Shaun Wooten (247); 8. Sean Blanchard (245); 9. Chris Neal (230); 10. Paul Vlach (228).

Test: '85 CR250R Honda

Is the best still the best?

PHOTOS BY KIT PALMER

By Kit Palmer

For the past two years Honda's CR250R has been a favorite weapon for the serious privateer and semi-serious weekend racer. In 1983 the CR was the best 250cc motocrosser on the track.

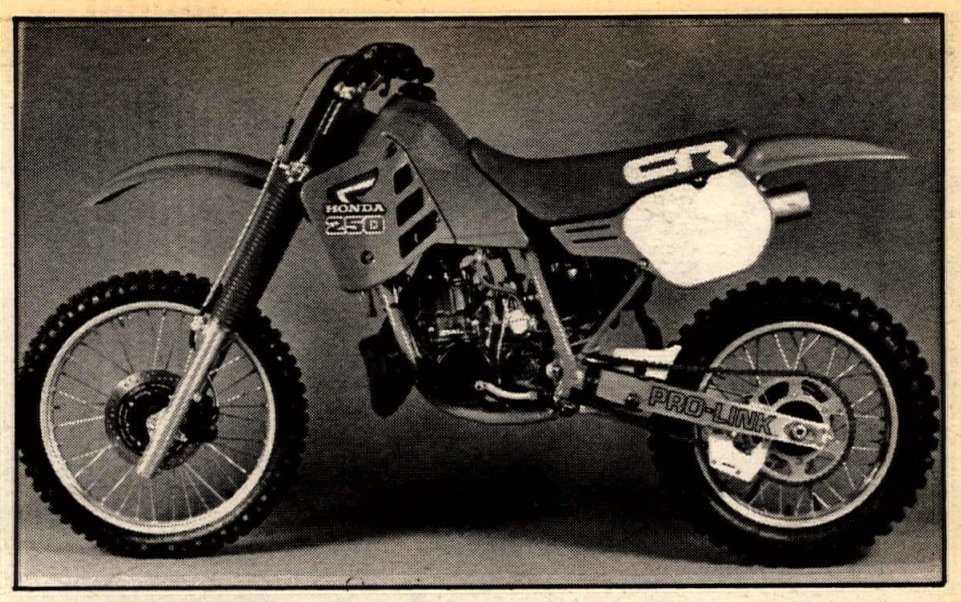
For 1984 the Honda got even better with more power and better handling. Many people felt the 1984 CR250R was still the best, while some felt Suzuki's RM250 was ahead due to superior suspension. At any rate in 1984 the competition was gaining ground on Honda. Now the 1985 Honda CR250R is here, but whether or not the Honda is still the best remains to be seen.

The latest CR250R isn't radically changed — refined is the word. Cosmetic changes include redesigned radiator shrouds, reshaped fenders and side panels, and new graphics with blue fork boots.

Some Honda riders complained that the 1984 CR didn't have enough low end, and 1985 porting specs have changed that. Also new is that a bridge has been added between the exhaust ports to help eliminate problems with a cracked and, or shattered piston — a trouble CR250s have had for several years. The 60 x 72mm bore and stroke and 8.6:1 compression ratio remain the same in the 246cc, liquid-cooled two-stroke engine.

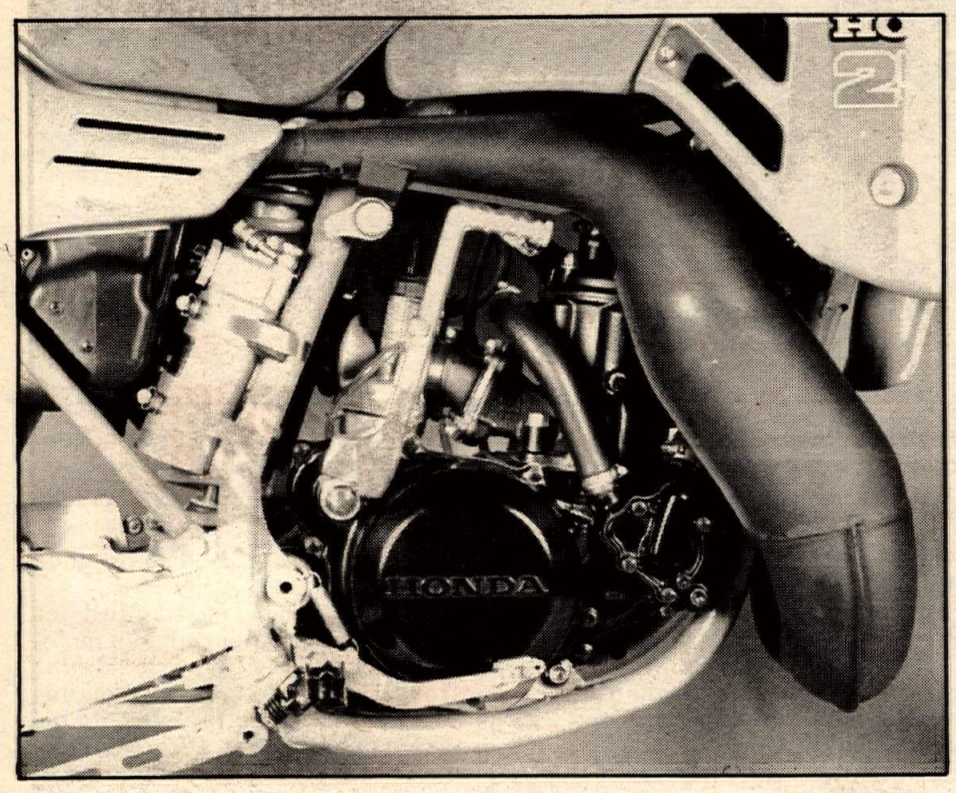
The Automatic Torque Amplification Chamber (ATAC) is completely redesigned for easier maintenance. The ATAC system in last year's CR was cast into the front section of the cylinder, but is now located on the exhaust chamber — like last year's CR125.

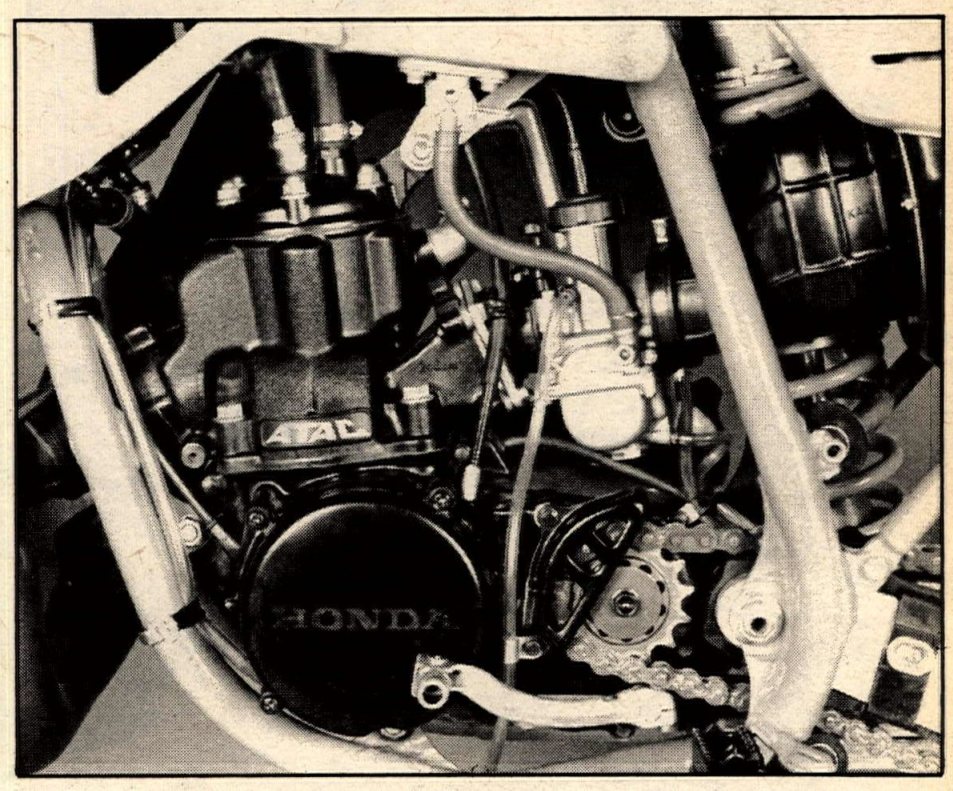
Water-cooling has been improved by redesigning the cylinder head passageways to improve flow, and the



(Above) Detailing on the Honda is first rate. (Below) Some riders complain that the kickstart lever is awkward to use. Pipe is tucked in nicely.

(Above) The front disc brake works excellently, as does the five-speed transmission. (Below) New porting gives the Honda more low end; less top-end.





radiators, the same as on the CR125, are longer 8.5 inches from 7.8 inches, with thicker walls and tubing. The radiator hoses are now injection-molded into one hose, instead of three seperate hoses. The conventional seal in the water pump has been replaced by a Teflon seal.

The new exhaust pipe mates with the cylinder's center port and winds its way up the right side of the bike. At the end of the pipe is an oval aluminum silencer. It is rebuildable by removing two hex head screws.

A 36mm oval-bore Keihin carburetor replaces last year's round-slide Keihin. The new carb is lighter and has an easy-to-use idle speed adjustment. A pull-type choke knob is located on the right side of the carb. The carb feeds into a six-petal reed-valve induction chamber.

The airbox design remains the same, but an extra breathing hole is crudely cut into the box on both sides. Also new is the air filter element. The foam has a higher density, and it has been reshaped for better sealing.

A five-speed close-ratio transmission is used along with a wet multi-plate clutch.

The folding shift lever is made out of aluminum, and to improve shifting under a full load, each gear now has four engagement dogs instead of three, and two of the three shift forks have been beefed up. At the pivot point the new shift forks are 27mm instead of 22mm, and all have been heat surface-treated for added strength. Final drive is a #520 D.I.D. chain; the front sprocket has 14 teeth, the rear 51.

The semi-double-cradle frame still has the bolt-on works-type sub-frame, but the frame geometry has been changed. To give the Honda better turning abilities, the steering head has been lowered slightly, and the swingarm pivot has been moved forward 0.4 inches. The front downtube is now square instead of round, and the lower crosspipes are now straight for additional strenth. Footpeg brackets and the head stay are now forged steel. Wheelbase is 58.3 inches, seat height 37.8 inches and ground clearance 13.4 inches. The fuel tank holds 1.9 gallons, and claimed dry weight is 212.8 lbs.

The single-shock Pro-Link rear suspension has new linkage ratios, and the linkages now pivot on needle roller bearings instead of bushings. The shock body and shock damping piston are both larger, and shock oil capacity is increased to reduce fading. Longer shock stroke increases wheel travel to 12 inches. The shock has 18 compression and 21 rebound external adjustments.

Up front, the Showa fork has 12 inches of wheel travel, has 43mm stanchion tubes and 12 external compression damping settings. It is also air adjustable.

The front disc brake remains the same as last year, with a twin-piston caliper. The rear brake is a drum with a lightweight magnesium backing plate. A straight-pull cable connects the rear brake pedal to the brake actuating lever, and the pedal is mounted to the inside of the frame to guard against damage.

Both front and rear aluminum alloy rims are laced with straight-pull spokes. Bridgestone tires come stock, an M22 in the rear, and an M23 up front. These tires are best suited for dry, hard-packed surfaces.

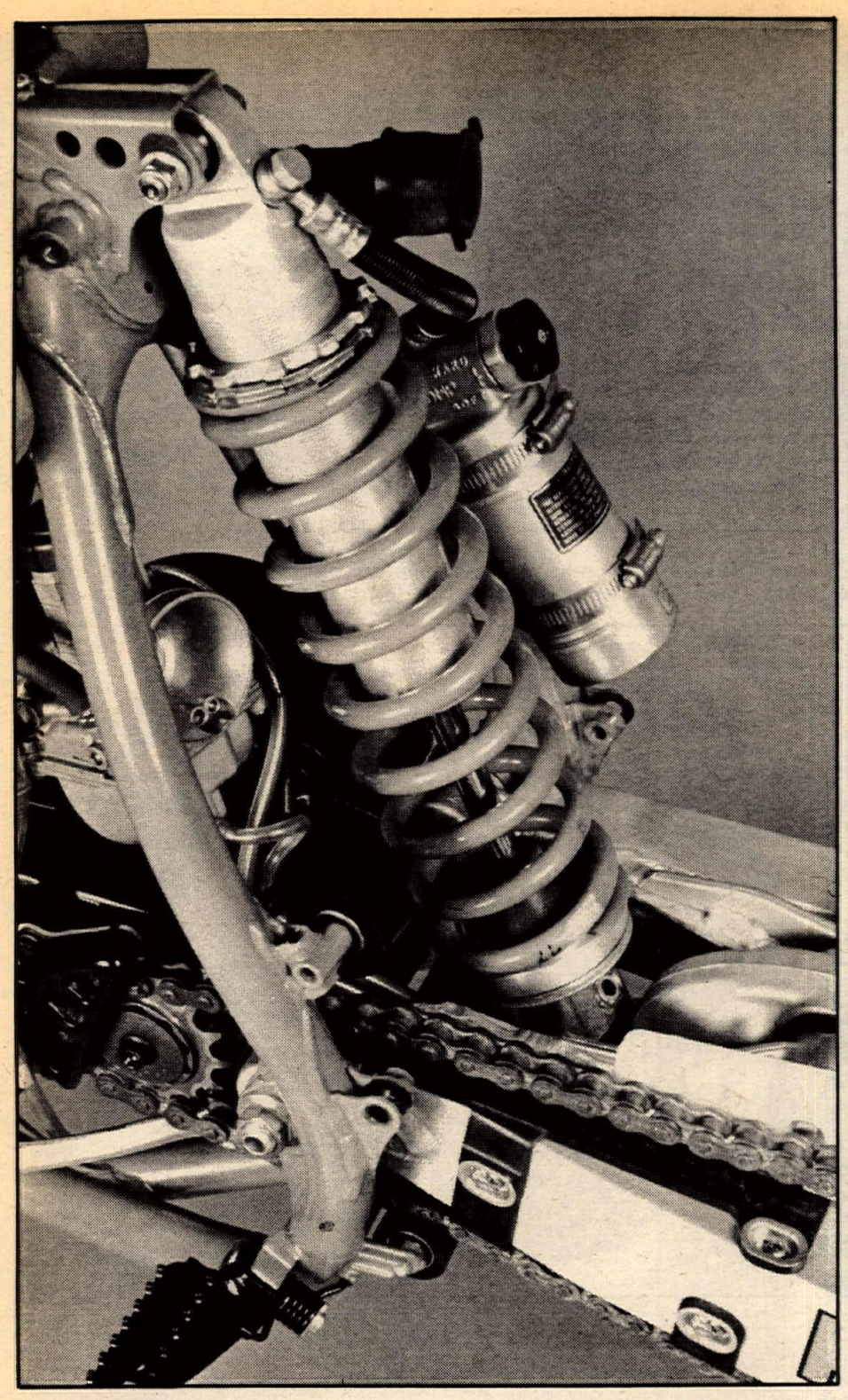
All the controls are easy to reach and use. The CR radiates confidence and has a comfortable feel: It stands tall, the seat is firm — and, like the gas tank, is narrow — the handlebars have an agreeable bend and the grips are still by far the best in the business.

When cold, the CR usually starts by the third or fourth kick with the choke turned on, and no gas applied. Once the engine is warm, it almost always fires to life on the first kick at about half throttle.

It only takes a few laps to adapt to the Honda, and we were impressed with its performance at first, even though it lacks power on top compared to last year's CR. The '85 has better low end and more precise steering — this was the most notable change, and everything else seemed to be on par to last year's Honda. However, when we started to push the CR harder and harder on the track, our first impressions took on a new flavor.

First of all, the engine's powerband isn't so impressive when trying for fast lap times. The new porting definitely gives the CR much better low end, but now it revs out too quickly and the power flattens out on top. When coming out of a turn, the Honda hits very strong down low, continues to pull through mid-range; then, when you're waiting for the power to hit on top like last year's CR, it signs off and quits revving. All this happens within a narrow powerband. The Honda must be shifted constantly, because it is very important to be in the right gear all the time to keep the CR in the proper portion of the power range.

For intermediate and pro-level riders, the engine just doesn't have enough power on top. It is more favorable for beginner and novice riders, because it does have good low-end and isn't pipey. Throttle response is crisp and clean and very predictable. The Honda's engine is ideal for the not-so-serious racer, who competes once or twice a month and trail rides on the side. It has just enough low-end grunt for tight and twisty trails, and can motor up the steepest hills. With minor gearing changes, the Honda can perform nicely in the desert and at grand prix races. Even



The Showa shock is mediocre at best — the back end likes to kick over the small, sharp bumps but handles the big stuff much better.

Smooth power, good turning abilities, powerful brakes, reliability and rider comfort are the CR's best features. Suspension needs some work.

enduro riders can compete seriously in most open-country enduros. Versatile best describes the CR's powerplant.

Back on the track, holeshots won't happen very often, but thanks to smooth clutch action, good throttle response and low end, they will happen. The shorter the start straight, though, the better the chance.

Like we mentioned earlier, the CR has to be shifted constantly; luckily, it has an excellent transmission. Missed shifts are very rare, and when one did occur, it was usually the fault of the rider — not the gearbox. One quick tap on the shiftlever always brought it back into the correct gear.

We were extremely happy with the clutch. Traditionally, CRs have very light-pull clutches, and the 1985 CR is no exception. One finger can easily handle the clutch. When exiting turns as fast as possible, we like to slip the clutch and did so quite often — we never had any problems with it becoming mushy or harder to engage, and it never dragged when hot.

We were not very pleased with the rear suspension. In a fast straight infested with whoops and bumps, it kicks, swaps and bounces all over the track. The engine and rear suspension work against each other instead of working in harmony, the motor seeming at too high rpm, adding to the rear end hopping. So, it has to be clicked up to a higher gear prematurely. Then — even though the Honda has decent low end — it doesn't have enough punch on the bottom to bail the back end out of trouble.

One way to compensate is to ride the Honda with the rider's weight as far back as possible to keep the front end gliding over the tops of the bumps. This helps but can be tiring to the arms. One thing the rear suspension does well is land from huge jumps. It absorbs the impact well for a 155-lb. rider. In the air, the CR doesn't do unwanted tricks and the front end doesn't have the tendency to float upwards — it is very stable. This comes in handy when double-jumping, because on the Honda, you want to be sure to clear the second jump. If the rear wheel catches the lip of the second jump, the Honda will kick the rear up radically.

The forks work exceptionally well and are about 100% better than the shock. There's no problems slamming the front wheel into nasty, squared-off bumps. On a few occasions we hit a bump so hard we thought for sure we'd end up doing a "Flying-W" over the bars — but the forks soaked up the jolts smoothly. The only problem we ever had with the front end, was that it would shake at high speed over small bumps. It shook enough to force the rider to regroup and hold on tighter to the handlebars.

Like the rear shock, the fork absorbed landings off large jumps with ease. We were never concerned with bottoming, because it rarely happened. When it did, though, it wouldn't rattle the rider's eyes out of his sockets.

Overall handling is first rate. It likes using berms best in the turns, but when there isn't a berm around, it can carve a quick line anywhere. When a turn is wide and gradual, the Honda won't try to force its way to the outside — it goes where it is pointed. Much credit goes to the tires: they stick well to dry surfaces when new, but they wear out very quickly and should be replaced.

Both brakes, front and rear, are excellent. The front disc is very strong and smooth, while the rear brake gets the job done nicely without any tendency to lock up. Both have good feel.

The CR seems more suited for supercross tracks than outdoor motocross. We had the chance to take the Honda for a few laps on the same supercross track the pros used for the season opener in San Diego, California. The track was very rough, technical and demanding, but the Honda took all the stutter bumps, double jumps and sharp turns in stride, thanks to the decent low end, new frame geometry, and the suspension's ability to absorb landings off big jumps.

Detailing on the Honda is sano: plastic is strong, smooth and shiny, the side panels don't fall off even if the bolt backs out during a race, the red paint on the frame doesn't chip or fade and the gas cap is easy to get on and off.

The latest Honda CR250 may lose its supremacy in the 250cc class this year. On supercross-type tracks, it feels more at home and will be a tough competitor. But for high-speed outdoor motocross, the Honda is no longer the class of the class. ●

Honda CR250R

Engine type	Liquid-cooled, two-stroke, single
Bore x stroke	66 x 72mm
Displacement	246cc
Compression ratio	8.6:1
Carburetion	36mm oval-bore Keihin
Horsepower	44 BHP
Ignition	C.D.I.
Lubrication	Pre-mix
Gear ratios	
Primary	3.000
Final	3.642
5th	0.833
4th	1.000
3rd	1.210
2nd	1.470
1st	1.800
Frame	Single downtube, semi cradle
Rake	27.3°
Trail	4.4 in.
Front suspension	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	12 in.
Rear suspension	Single shock, swingarm
Rear wheel travel	12.6 in.
Front brakes	Drum
Rear brakes	Disc
Front wheel	21 in.
Rear wheel	18 in.
Front tire	3.00-21 Bridgstone M23
Rear tire	5.10-18 Bridgstonge M22
Dry weight	212.8 lbs.
Wheelbase	58.3 in.
Fuel capacity	1.9 gal.
Ground clearance	13.4 in.
Seat height	37.8 in.
Color	Red
Retail price	$2498

TEN YEARS AGO

Harley-Davidson unveiled its first 500cc road racing motorcycle, said to be "... a weapon that may revolutionize road racing." The water-cooled two-stroke twin used four Mikuni carbs, weighed 253 pounds, and produced an eye-popping 95 horsepower at 10,500 rpm. The rear brake was a unique H-D patented disc mounted on the transmission output shaft.

Malcolm Smith came back from a bout with the flu to win the 1975 Soboba GP. Smith had won the inagural running of the event in 1973, followed by a breakdown and a DNF in 1974. Finishing second was **Jim Fishback.** Rounding out the field were **Jim DeSoto, A.C. Bakken, Bob Balentine,** and a guy they called "Crazy" **David Aldana.**

The Goodyear Tire and Rubber Company announced the formation of the Goodyear Motor Sports Club, organized to bring together race car drivers, motorcycle racers, builders and mechanics. The idea is for these members to pool their knowledge, and promote more efficient fuel use and highway safety. Goodyear envisioned the club to provide a closer relationship between racers and racing fans, and expects 100,000 members to sign up in the first year.

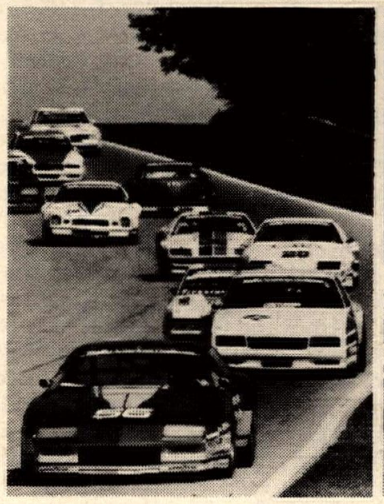
The Hodaka Super Combat and Super Rat MX took their turns in the test bench spotlight, and in the final analysis were judged to be "... true racing machines that have to take no back seat to any other bike on the market ... a real racer, that all you have to do is turn the throttle on and ride it."

Bob Balentine took his Husky 250 to first overall at the AMA D-37 Badgers Hare Scrambles in Adelanto, California. **Tom Kelly** topped the 175cc Amateurs onboard a Yamaha, ahead of **D.C. Williams** (Hon).

Bernie Schreiber topped the Expert class at the ATA Trials at Rancho Bernardo, California. **Mark Eggar** finished second, followed by **Marland Whaley, George Smith II, Mike Griffitts** and **Andre Plouffe.**

The CMC Motocross at Carlsbad, California completed with **Wayne Boyer** taking top honors in the 500cc Pro class, with **Mark Blackwell** placing second. **Pierre Karsmakers** finished fifth on his Honda. **Tom Croft** finished first in the 125cc Pro class, and **David Gerig** took home the marbles in the 125cc Junior division. Croft also placed first in the 250cc Pros, with **Gary Ogden** tallying third with a Yamaha.

The AFM held road races at Riverside Raceway (CA), and **Whitney Blakeslee** decimated the field in the 350 GP race by lapping every other finisher. **Skip Aksland** put his TZ250 into the wall of turn nine on the last lap of the 250 GP race, allowing **Jack Baker** to roll by and take the win. •



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Race Notes

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Team Husky rider Dave Bertram (23A) dropped 23 points, finishing third overall at Coalinga. (Below) Geoff Ballard (22A) was sixth overall.

PHOTOS BY BILL SPENCER

Former National Enduro Champ Mike Melton began the season on the right foot, winning the Quicksilver over teammate Kevin Hines.

AMA National Enduro Championship Series: Round 1

Melton leads Husky sweep at Quicksilver

By Scott Taggart and Julie Duffek

COALINGA, CA, FEB. 17

1983 National Enduro Champion Mike Melton topped four fellow Team Husky riders by a two-point margin in the Quicksilver Enduro, the first National enduro of the year.

Melton lost 21 points while Kevin Hines took second, and top northern California rider Dave Bertram (O'Neal/Cycle Gear/Team Husky) finished third. Hines and Bertram lost 23 points each, with Hines besting Bertram at the tiebreakers. 1984 Champ Terry Cunningham followed in fourth, losing 24 points. Larry Roeseler, filled out the top five Team Husky scores with a 26-point fifth place, to edge out factory Can-Am rider Geoff Ballard, who also turned in a 26 point score.

The Salinas Ramblers hosted the event, and served-up a well-marked course that took points from the top five riders at seven of the 11 checks in the race. At first gas, 44 miles and five checks into the race, Melton and Bertram were in the lead with tied scores, while Hines and Cunningham trailed by a point, also tied. At the next three checks, the top five finishers dropped an equal five points to leave them all still just one point apart. The real break in scores came in the last special test between checks 10 and 11. This section was 15 miles long, with a hill that had more than one AA rider pushing his bike to the top. Melton shined in this section dropping only six points, while both Hines and Bertram dropped seven points, Cunningham and Roeseler each added eight.

Jeff Irwin (Inter-Line/Sun River Cycle Husky), District 36's top rider in 1985, added to the Husky top 20 domination with a 31-point seventh overall, just beating out Dan Neilson, who also turned in a 31-point score. Neilson took overall A honors by 13 points over second overall A rider Chip Howell. Fritz Kadlec (Hus) took the ninth overall position with 31 points and Can-Am pilot John Martin turned in a 34-point score to fill out the top 10.

Local riders fared best on Open-class bikes with Neilson leaving little to dispute with an overall A score of 32 points, followed not so closely by Howell and Scott Taggart, also both on Open bikes, in the second and third overall A slots. Howell and Taggart dropped 44 points each, with Howell doing better at the green and white flags. Bob Terwilliger topped the 250cc A class with 43 points to beat second 250cc A rider Duke Lambert and Mike Wickerson. District 37 rider Garner Palenske led the 200cc A riders with 56-point first place finish, followed 10 points back in second by Don Hoagland; Jeff Church was third in class. John Haaker claimed the Four-Stroke A class win over Peter Postel in second and Al Baker third.

In a Sportsman class performance, Senior A rider Randy Carles dropped only 57 points to grab the number one trophy from second Senior A Morris Norman and third placer Frank Showers. Jessie Goldberg won the Super Senior A class by being the only rider to finish in his class. Bill Fullmer stopped at check nine for a second place and Ron Morgenthaler's DNF came at check two — he was third Super Senior A.

Lowell Spiva on a four-stroke Honda was the best B arrow-finder, losing only 54 points. Lowell will receive not only the overall B trophy, but an automatic transfer to the A class for his win at a National. Following Lowell by only one point was Robb Duff in the second overall B, first 250cc. Jerry Schockmel finished second 250cc B down 65 points. Leonard Hovchin filled third in the class.

Matt Rohr won the Open B class with Kurt Pfeiffer following for second and Gary Fargo placed third. Jack Goehring ended up on top of the 200cc Bs, with Dave Jones and John White turning in second- and third-place rides, respectively. John Fero placed second Four-Stroke B, followed in third by Tom Deem. KTM pilot Stephen Thompson was the best Senior B rider of the day, beating Dennis Scammell in second and Wylie Wilson in third. Only two Super Senior B riders competed today with Ron Goehring easly beating Ron Sterbenk. On a flat rear tire, Barbara Mihovich was the only Women B rider to turn in her scorecard.

Larry Roeseler completed the Husky sweep with a 26-point score, just edging-out Geoff Ballard.

The C riders rode only the first 86 miles of the 107-mile course, with Warren Wettstein earning a B card today by turning in a 29-point overall C win on his Open class Yamaha. James Hill on a Husqvarna followed with a second overall C score of 32 points, while Ken Baldwin rode his four-stroke Honda to the third overall C position. Jim Marco's score added up to put him in the third in the Open C class. Keith Little rode to a 250cc C class win, followed by Rick Nogveira in second and Dan Valencia third.

Pat Steinberger lost a tiebreaker to take second 200cc C behind Bruce Rust. Brian Chambers followed only one point behind the 200cc C leaders for a third-place finish. Ralph Gragg took number two and Danny Lund settled for number three in the Four-Stroke C class. Norman Garattan finished third behind first-place finisher Walter Hopkins and Gary Faransey in the Senior C class. Dan Welch overwhelmed the Super Senior C class to beat the second-place finisher Dick Seigle and Walt Bender by over 675 points!

The top two Women C riders were Sue Childress in first and Julie Duffek in second. Fifteen-year-old Anissa Wilson turned in one of the most impressive rides of the day on her Suzuki 80 to place her third in the Women C class. ●

Results

OVERALL: 1. Mike Melton (Hus); 2. Kevin Hines (Hus); 3. Dave Bertram (Hus); 4. Terry Cunningham (Hus); 5. Larry Roeseler (Hus); 6. Geoff Ballard (C-A); 7. Jeff Irwin (Hus); 8. Dan Neilson (Hus); 9. Fritz Kadlec (Hus); 10. John Martin (C-A).

OPEN A: 1. Dan Neilson (Hus); 2. Chip Howell (Hus); 3. Scott Taggart (Hus).

250 A: 1. Bob Terwilliger (Hus); 2. Duke Lambert (Hus); 3. Mike Wikerson (M-S).

200 A: 1. Garner Palenske (Kaw); 2. Don Hoagland (Kaw); 3. Jeff Church (Kaw).

4-STK A: 1. John Haaker (Hus); 2. Peter Postel (Hon); 3. Al Baker (Hon).

SR A: 1. Randy Carles (Hus); 2. Morris Norman (Hus); 3. Frank Showers (KTM).

S SR A: 1. Jessie Goldberg (KTM); 2. Bill Fullmer (Hus); 3. Ron Morgenthaler (Hus).

OPEN B: 1. Matt Rohr (Hon); 2. Kurt Pfeiffer (Hus); 3. Gary Fargo (Hus).

250 B: 1. Robb Duff (Hus); 2. Jerry Schockmel (KTM); 3. Leonard Houchin (KTM).

200 B: 1. Jack Labram (Yam); 2. Dave Jones (Yam); 3. John White (Kaw).

4-STK B: 1. Lowell Spiva (Hon); 2. John Fero (Hon); 3. Tom Deem (Yam).

SR B: 1. Stephen Thompson (KTM); 2. Dennis Scammel (Kaw); 3. Wylie Wilson (Suz).

S SR B: 1. Ron Goehring (Yam); 2. Ron Sterbenk (KTM).

WOMEN B: 1. Barbara Mihovich (Hon).

OPEN C: 1. Warren Wettstein (Yam); 2. James Hill (Hus); 3. Jim Marco (KTM).

250 C: 1. Keith Little (Hus); 2. Rick Nogueira (Hon); 3. Dan Valencia (Hon).

200 C: 1. Bruce Rust (Hon); 2. Pat Steinberger (Yam); 3. Brian Chambert (Hon).

4-STK C: 1. Ken Baldwin (Hon); 2. Ralph Gragg (Hus); 3. Danny Lund (Hon).

SR C: 1. Walter Hopkins (Hon); 2. Gary Faransey (Hon); 3. Norman Garattan (KTM).

S SR C: 1. Dan Welch (Hus); 2. Dick Seigle (Yam); 3. Walt Bender (C-A).

WOMEN C: 1. Sue Childress (C-A); 2. Julie Duffek (Kaw); 3. Anissa Wilson (Suz).

File Photo

1st—Mike Melton—400WR
2nd—Kevin Hines—400WR
3rd—Dave Bertram—500 Auto
4th—Terry Cunningham—500 Auto
5th—Larry Roeseler—510TE Four Stroke

For the second straight year, a 400WR wound up 1st overall at the New Idria National Enduro, round one of the U.S. National Enduro Series. This year's winner was '83 National Champion Mike Melton, one of the best in the business.

"My twin-shock 400WR is absolutely the most competitive Enduro weapon ever built," said Melton. "It's fast, light, ultra reliable and very nimble in the tight stuff—a proven winner."

Second overall was 400WR teammate and last year's winner Kevin Hines who also offered nothing but praise for his machine.

Joining the Husqvarna crowd in the winner's circle were Dave Bertram and '84 champ Terry Cunningham, both riding the incredible 500 Automatic.

Rounding out the top five was veteran Larry "Stroker Ace" Roeseler, his nickname coming from his passion for the 510TE Four Stroke he rides. (Roeseler finished 2nd overall in the recent Parker 400 desert race on another Husqvarna Four Stroke!)

And speaking of showrooms, you better hustle down to your Husqvarna dealer and check out the whole '85 line.

The winner's circle awaits.

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Part nine

Brad Lackey's championship training program

By Dean Miller and Len Weed

This and future installments are excerpted from Championship Training, *featuring Brad Lackey, by Brad's personal trainer, Dean Miller, and Len Weed. All first person comments are by Dean Miller.*

Be aware that many areas of sports medicine, training, and nutrition do not offer black-and-white answers. Training is as much an art form as it is a science. In many ways, preparing an athlete is similar to tuning a racing engine. It's part study, part experiment, part dreaming up new approaches, part trying different combinations. It's putting past results and present ideas together, searching for something that works better.

Research often suggests answers but conclusive evidence may be lacking. And continuing research sometimes questions or invalidates principles and approaches previously accepted. Differing views, where applicable, will be mentioned along with indications of new research that may change prevailing views.

Progressive resistance training

Progressive resistance is recognized as the best way to strength train. The principles of progressive resistance training also apply to improving both muscular endurance and stamina.

Many attribute the basic formulation of modern strength training concepts to Dr. Thomas DeLorme who, along with A. L. Watkins, published training recommendations in 1951. These guidelines stressed the importance of using varying loads, repetitions, and sets. They also differentiated between strength and endurance training, emphasizing the value of low resistance, high repetition training for muscular endurance and high resistance, low repetition training for strength.

Three sets of 10 repetitions were recommended — the first set at 50 percent of maximum resistance, the second set at 75 percent, and the third set at 100 percent (temporary failure at 10 repetitions).

Progression

Progressively increasing the work load (resistance or repetitions) from one workout to the next increases stressing of muscles which have grown stronger from previous stressings.

Intensity

Exercising to momentary muscular failure, a point at which another repetition is impossible without rest, places the greatest stress on a muscle group. This stimulation of a greater number of muscle fibers — followed by rest — generates greater muscle growth. Intensity is increased by upping resistance (adding weight).

Duration

For weight training, duration refers to the number of repetitions (assuming a steady exercise speed).

Duration and intensity are inversely proportional. Increasing intensity (adding resistance) reduces the number of repetitions (or the time interval) possible.

Approximately 10 repetitions — fluctuating within a range of eight to 12 — are recommended for general strength training. (Increasing repetitions beyond 12 shifts the training emphasis toward muscular endurance rather than strength.)

Here's how the eight-to-12 approach works:

(1) Begin with a resistance that creates temporary failure at 12 repetitions. (This will usually be 50 to 80 percent of the one-rep maximum.)

(2) Increase resistance about five percent at the next workout. Temporary failure will probably occur before reaching 12 repetitions.

(3) Use the same resistance for succeeding workouts until temporary failure is again reached at 12 repetitions.

(4) Increase resistance another five percent at the next workout.

This approach to strength training is generally thought to reduce the risk of injury. Lifting heavier resistances for less than 10 repetitions places a greater strain on the body. The eight-to-12 approch usually permits quicker recovery and better results in less time.

Nautilus recommends just one set of eight-to-12 repetitions to temporary failure. They feel that additional sets during the same workout offer no additional growth stimulus.

However, many strength trainers still prefer the traditional three sets of 10 repetitions.

If single-repetition strength is the goal, then fewer reps with greater resistance is considered more effective. Body builders and power lifters often use less than 10 repetitions. A popular approach is three to five sets of two to six repetitions.

A note about exercising with heavy resistances: Don't force your breath or hold it. Breathe normally. Many authorities suggest inhaling on the lift, exhaling on the lowering. Some weight lifters prefer to take a deep breath and then exhale as they begin the lift.

Either approach is preferable to holding the breath. An exerciser who closes the upper portion of his respiratory tract while simultaneously contracting the chest and abdomen muscles for an intense effort can experience a sudden surge in blood pressure known as the Valsalva phenomenon. The heart's stroke volume decreases temporarily during the tensing, then the blood surges into the heart, causing a sudden pressure increase. In rare situations this pressure can cause a heart attack or stroke. (Generally in older or sedentary individuals or those with a defect in the heart or a blood vessel.)

Frequency

Frequency of exercise should be determined by the amount of rest needed to allow muscle recovery and growth. The more intense the exercise, the greater the rest necessary. Stressed muscle needs time to replenish glycogen, to repair minor damage, and to grow.

Rest does not necessarily mean avoidance of exercise. A light workout may be suitable.

A program of alternating hard and easy workouts has proven successful for many athletes. Hard days stress the body. Easy days allow recovery while the athlete learns something new or polished skills.

Generally, a rest period of 48 hours is recommended after a hard workout. Three days of rest, 72 hours, is more suitable after extremely stressful workouts. (Atrophy, muscle degeneration, can begin as little as 96 hours after a strenuous workout.

Three hard workouts a week is popular with many athletes. This allows two 48-hour rest periods and one 72-hour rest period.

Another popular approach is limited strenuous workouts on consecutive days. The arms are worked one day, the legs and midsection the next. In this way, the various muscle groups can be stressed and rested 48 hours while the athlete remains active on a daily basis. This approach allows more intensive training than lighter exercise of all muscle groups each day.

Range of motion

Stressing muscles over the largest possible range — from full extension to full contraction and back to full extension — increases flexibility and power as well as strength. Increasing the range of motion allows a greater exertion of force by the muscular leverage system.

Exercise speed

A smooth, steady speed throughout the entire range of motion is preferable for strength training. Quick repetitions, using initial bursts, do not provide as much stress.

With Brad's strength training we use the same speed, a slow three-count, for both lifting and lowering. (Nautilus recommends doubling the negative duration — a two-count lift followed by a four-count lowering — to accentuate the negative work and allow each muscle group to be stressed 48 to 72 seconds. It is generally accepted that anaerobic metabolic processes are taxed best by intensive continuous exertion over a period of 30 to 70 seconds.) For motocross applications, however, we found the steady three-count speed more applicable.

Positive/negative work

Lifting a resistance is referred to as positive work; lowering a resistance is negative work. The body can resist the lowering of more weight than it can raise. Two limbs can lower a resistance that they can't lift unassisted. And one limb can lower more than half (about 70 percent) of a weight lifted by both limbs.

Thus the lowering of a resistance used for a maximum positive effort doesn't necessarily provide maximum negative stress. For this reason, negative-accentuated workouts are used by some athletes.

Negative-accentuated workouts, using either weight machines or free weights, include:

- ☐ *One-limb negative work.* Set the resistance at about 70 percent of the two-limb lifting capacity for the number of repetitions anticipated. Lift the resistance with both limbs, then lower with one limb.
- ☐ *Two-limb negative work.* Set the resistance at about 140 percent of the two-limb lifting capacity for the number of repetitions anticipated. Use both limbs to lift, assisted by a helper. Then lower the resistance with both limbs unassisted.
- ☐ *Groves Superoverload workout.* This negative-accentuated method was developed by Dr. Barney Groves of Virginia Commonwealth University. The exercise begins with negative work in excess of the positive limit.

Resistance — 125 percent of the two-limb lifting capability. (Resistance should be adjusted weekly.)

Starting position — ready to lower. Use a partner to assist lifting the resistance. (For leg presses, the legs are extended with locked knees.)

First repetition — lower the resistance two or three inches, then return to the starting position.

Second through seventh repetitions — lower the resistance a bit more with each succeeding repetition, returning to the starting position each time. Ideally, the exerciser should reach temporary failure on the seventh repetition, unable to return to the starting positions.

Frequency — three sets of seven repetitions every other day.

Overtraining

A training overload — too much stress, not enough rest — can produce diminishing results — a condition often referred to as staleness. And a mental or emotional overload (caused by aggravation, frustration, anticipation, or fear) can produce physical tension that diminishes performance.

As training intensity increases, the body needs more time to recover and grow. Strenuous workouts often produce minor damage to muscle tissue. This is normal and doesn't interfere with training or performance. However, continuous strenuous exertion places the body in a position where it must rest not only to recover but to avoid further damage.

The stronger an athlete becomes, the more rest he needs between intensive workouts. This allows the intensity of succeeding workouts to increase.

Overtraining, the result of an imbalance between workout intensities and rest periods, can produce a variety of symptoms: headaches, appe-

(Continued to page 21)

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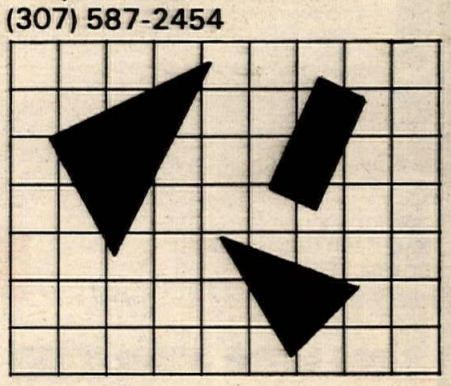


can-am Action

This is the year!

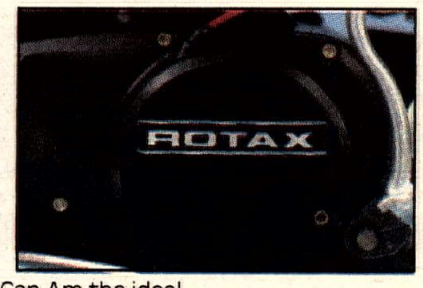
Can-Am the Lion-Hearted

A lot has happened in the thirteen years there have been Can-Am motorcycles. The capture of Bonneville land speed records. The 1-2-3 finish in the 1975 National 250 Motocross Championships. Jimmy Ellis' incredible Supercross sweep in 1976. Can-Am's enviable collection of ISDE gold.

And it goes on! With new ISDE gold from Geoff Ballard, who also happens to be one of three Can-Am mounted National Hare Scrambles champions. With NETRA and THPTRA titles. A D-37 Overall Desert Racing crown. Three National Enduro titles in Canada. As well as a Pro Formula 2 road-racing championship.

At the heart of all these Can-Am successes you find the same awesome device. A Rotax engine. Rotax has the ability, year after year, to extract amazing power from a given displacement. That's why it's the engine of choice for serious go-kart racers, TT riders and Formula 250 roadracers around the world.

But what is truly amazing is that Rotax achieves this performance while delivering a level of reliability only dreamt of by other manufacturers.

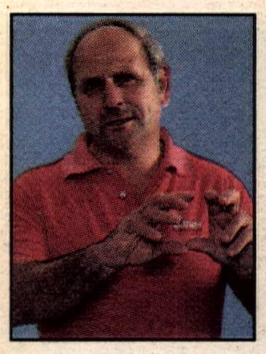


This unique combination helps make Can-Am the ideal privateer's bike: a powerplant whose output has been carefully shaped to deliver maximum performance for the competition at hand, without the frequent repairs and rebuilds some engines find necessary.

Other motorcycle makers look with envy at Rotax. Many would like to own it.

Can-Am already does.

"If I could personally test every Can-Am we ship, I'd be happy"



Twice World 500cc MX Champion Jeff Smith is Can-Am's product manager

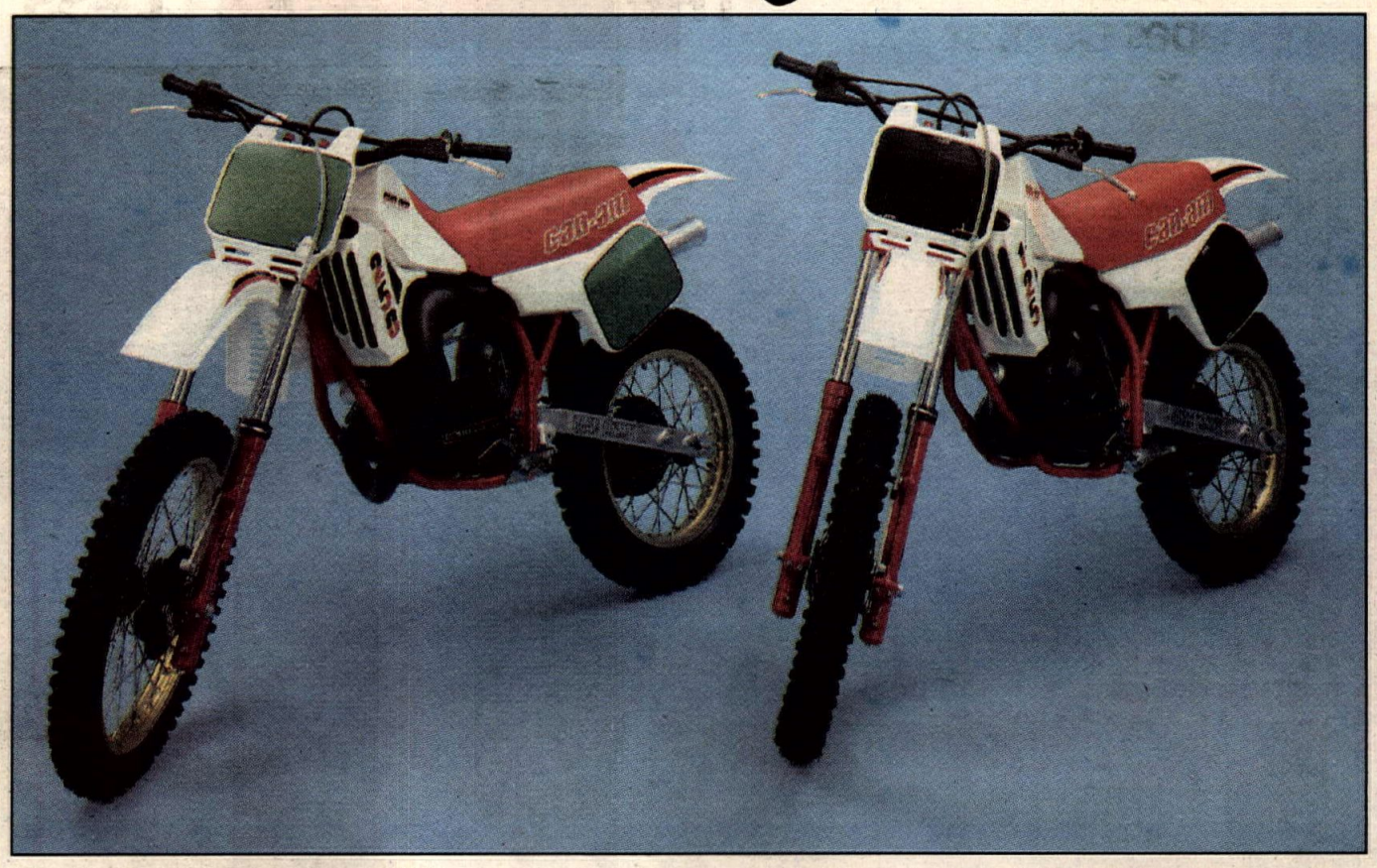
"In any kind of motorcycling endeavor, development is everything. You must continually strive to be better and faster."

"For most motorcycle builders, that development goes in fits and starts. Because, when mass production begins, problems that haven't been solved must live on until next year."

"Because every Can-Am is virtually hand-made by the craftsmen at Armstrong in England, we have something of an advantage in this area. Development goes on as it must, continuously. Whether it's knowledge gained from our extensive test-riding program or through tough competition, when we find something we can make better, we do it. Then."

"We don't build many Can-Am motorcycles each year. But what we do build, we build well!"

This is the year!



Since the violent suspension revolution of the late '70s, the pace of 125 and 250cc motocross development has slowed. Every year riders get a little faster. Bikes get a little better. It's a kind of inevitable evolution.

What's been going on at Can-Am, on the other hand, is heavy-duty evolution. With each bike now hand-built by British craftsmen and Can-Am designers freed from long production deadlines, the climate for development is ideal. And this year, the improvements are truly impressive.

Performance of both the Can-Am 125 MX and 250 MX engines has been increased dramatically with the new R.A.V.E. automatic variable exhaust port from Rotax. A new seat/tank combination allows a lower center-of-gravity for the fuel and a further-forward cornering position for the rider. Both the front and rear brakes have been revised for better stopping power with a double leading shoe arrangement up-front on the 250 MX.

The alloy swingarm is longer for better high speed stability. The new airbox gives increased volume.

And Can-Am's Quad Link rear suspension system has been revised to give an easier ride all 'round.

Yet, with all this change for the better, Can-Am MX-ers still do what they've long done best: promise, and deliver, rock-solid reliability.

New TT head makes more thump than ever!

The way to build the best motocross bike is pretty obvious. Put the best engine in the best chassis.

As expected, this rule holds true for 4-stroke motocrossers as well. Can-Am has the proof.

Behold the Can-Am 560 Sonic MX! Its tough, lightweight Reynolds 531 frame is hung with loads of attractive new hardware. Dual leading-shoe front brake. A compact, new exhaust system. Massive 5.50 x 18 Metzeler rear knobby. And Can-Am's superb new Quad Link II rear suspension.

Now, think! What's the fastest, most successful 500cc 4-stroke engine on the dirt? None other than the Rotax dirt-track TT engine. This powerplant and the Sonic MX engine share the same roots.

Now they share a lot more. Like the same large-valved, charge-flowed cylinder head. And the elimination of the engine counter-balancer for whiplash throttle response.

The best chassis. The best engine. Guess what that makes the Can-Am 560 Sonic MX!

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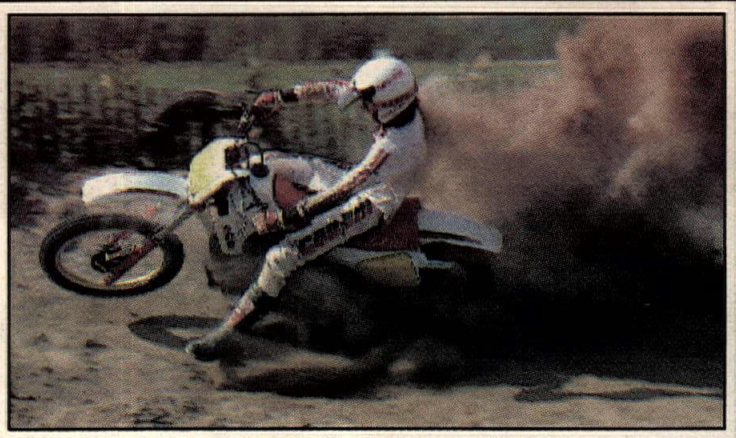


MORE FIREPOWER FOR THE OPEN-CLASS WARS

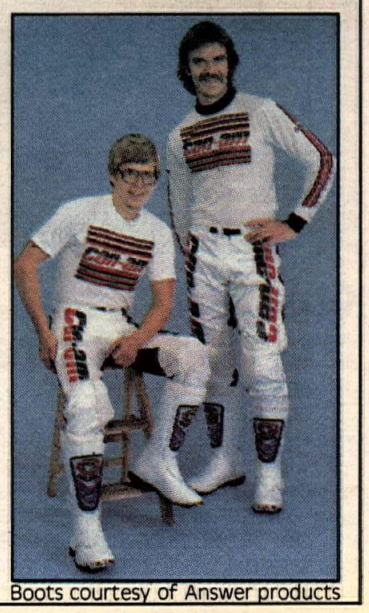
The explosive Can-Am 500 MX has an arsenal of new features that help make it mightier than ever. More horsepower from its reliable Rotax reed-valve engine. Double leading-shoe front brake. A fat Metzeler 5.50 x 18 rear knobby.

Can-Am's new Quad Link II suspension. A bigger gas tank mated to a longer seat that allows a better rider position for tight cornering. And to help keep the front wheel within 90 degrees of the horizon.

Martin and Ballard have often been clean, but never this neat!

Having a clean scorecard or finishing 1-1 is what it's really all about. But looking great while you're doing it definitely runs a close second. John Martin (nylon mesh racing pants with Can-Am T-shirt) and Geoff Ballard (satin-finish Antron pants with Can-Am jersey) demonstrate a couple of ways to go about it.

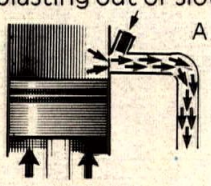
Your Can-Am dealer has lots more including hats, gloves, jackets; even a canvas Can-Am duffel bag.



Boots courtesy of Answer products

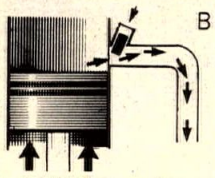
New R.A.V.E. valve from Rotax reshapes exhaust flow as you ride

It's no secret that small changes in a bike's exhaust system can make a big difference in the way its engine performs. The system that delivers peak, charging-down-a-straight power is not the same system that pumps out maximum torque for blasting out of slow corners.



That's why most bikes come with a middle-of-the-road pipe: not ideal at top speed, but not hopeless at low.

Now Rotax has added a remarkable device to the new Can-Am 125 and 250cc liquid-cooled powerplants. It's called the Rotax Automatic Variable Exhaust.



R.A.V.E. changes the flow pattern of your exhaust system as you race. Automatically.

At high engine speeds (FIG. A), R.A.V.E. offers the high-volume and effective extraction properties of a peak power system.

At lower engine speeds (FIG. B), a guillotine valve, mounted in the port and activated by exhaust pressure, progressively closes to help maintain the flow velocity necessary for good extraction.

R.A.V.E. is a highly effective, yet remarkably simple device. And there lies its advantage over other designs. There are no complicated linkages to break, no delicate mechanisms to carbon up.

Simply excellent performance. At any engine speed.

CAN-AM TAKES THE UNDER-200cc CLASS TO THE LIMIT!

Meet the 200 ASE from Can-Am, a new enduro bike that is going to create a significant balance-of-power swing in the on-going class struggle!

The Can-Am 175 ASE was an exceptional bike. But, every time they competed on it, Can-Am riders were giving away 25cc to the class limit.

The new Can-Am 200 ASE puts an end to all that unfairness. Those extra 25cc's are no ordinary cc's. They're from Rotax. And they were produced, not by opening out the old 175, but by sleeving the over-square, rotary-valve 250. The result is an engine that is incredibly strong, as well as impressively powerful.

Handling has been improved too, with the new Quad Link II rear suspension and a lighter, alloy swingarm.

In the toughest woods sections or the fastest hare scrambles, Can-Am's new 200 ASE is going to make a big difference. In greater rider comfort, in lower point scores. And in results columns all across the country.

IS NEW QUAD LINK II THE LAST WORD IN RISING RATE SUSPENSION?

The ideal dirt bike suspension should react perfectly to everything from ripple bumps to stutter bumps to whoops... to absorbing the force of a high altitude landing.

Working with just a few inches of suspension travel and some neat tricks of lever mechanics, the best any real suspension can do is cover that part of the surface deflection range the designer thinks is most important.

Take some other popular suspension designs. They're Real Comfortable on lesser bumps but "look out below" when you land a jump.

On the other hand, last year's Can-Am suspension was built to swallow almost any landing short of atmosphere re-entry.

Now, new Quad Link II offers the best of both worlds: exceptional rider comfort and heavy-duty disaster protection.

It's on every new Can-Am motocross and enduro bike. And it will make a noticeable difference wherever you ride.

QUAD LINK II

The ASE's from Can-Am just keep getting better

From New England forests to California deserts, Can-Am ASE's have had an impressive season across the country in the hands of both factory riders like John Martin and Geoff Ballard as well as hundreds of 100% privateers.

What all those riders liked best about the ASE's is still there. But dozens of improvements have been made that will make ASE performance even better.

Some of them you can see just looking at the bikes. Air-deflector wings and porcupined cylinder fins for better cooling. Answer products muffler/spark arrestor for improved exhaust efficiency. New alloy swingarm for less unsprung weight.

But there's a lot more you notice when you ride these bikes. The gentle but positive action of the new Quad Link II rear suspension. The confidence-building power of the double leading-shoe front brake on the 500 ASE. The improved comfort and cornering potential of the new seat/tank combination.

All these things make the new ASE's better ASE's. But they've still got what Martin and Ballard and every other Can-Am rider likes best: the kind of bedrock reliability that lets you compete every weekend without a teardown every other week.

Rotax reliability. It's the heart of these new Can-Am ASE's. And the logic behind your next successful season.

How to turn the deepest woods into a motocross track

The Can-Am liquid-cooled 250 ASE L/C is the ultimate in built-to-win enduro machinery.

It is, in effect, a motocross bike with a few refinements to make it suitably civilized in the woods — 6-speed gearbox, medium-weight flywheel, odometer, lights and an Answer products low-restriction spark arrestor/muffler.

The 250 ASE L/C is available only on special order from your Can-Am dealer.

When you get it, you roll it straight out of the box and into battle. And the only extra you'll have to buy is the trophy case.

Two world-famous engines inspire two new trials bikes

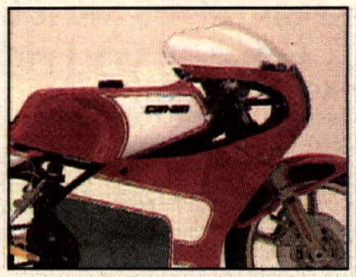
A winning trials engine must deliver exactly the performance the rider calls for, at any speed, pulse by pulse. Two of the best such engines in the world are built by Can-Am's own Rotax division. So Can-Am has designed a pair of bikes that will use the Trials 240 and the "Jumbo" 350 to the peak of their potential.

With their light weight, fine balance, rugged durability and surgically precise performance, the new Can-Am 240T and 350T have everything it takes to win. Except you.

CAN-AM WINNING FORMULA

Winning equals talent, plus a hefty dose of technology. Nowhere is this more true than in Formula 250 road-racing. And in Formula 250, Can-Am packages the technology that's winning the world. It's called the 250RR and awesome is too sissy a word for it.

Its power comes from Rotax. Rotary-valved, liquid-cooled, dual contra-rotating crankshaft exotica. Its handling and performance come from superb design. Including a frame fabricated from carbon fiber that is amazingly strong, incredibly light (7 lbs.) and appropriately expensive.



If you have the talent (and the sponsor) necessary to win in Formula 250, see your Can-Am dealer. And stock up on the right technology.

TECHNICAL DATA

	MX SERIES				ASE SERIES						
MODELS	**125 MX L/C**	**250 MX L/C**	**500 MX**	**560 SONIC MX**	**200 ASE**	**250 ASE**	**250 ASE L/C**	**500 ASE**	**240 TRIALS**	**350 TRIALS**	**250 ROAD RACER †**
ENGINE											
DISPLACEMENT	123.7 cc liquid cooled	248 cc liquid cooled	482.3 cc air cooled	562.1 cc air cooled four-stroke	199.3 cc air cooled	248.4 cc liquid cooled	248 cc liquid cooled	482.3 cc air cooled	234 cc air cooled	349 cc air cooled	247.3 cc inline twin
BORE	54 mm	72 mm	85 mm	89 mm	64.5 mm	72 mm	72 mm	85 mm	72 mm	82 mm	54 mm
STROKE	54 mm	61 mm	85 mm	79.4 mm	61 mm	61 mm	61 mm	85 mm	57.5 mm	66 mm	54 mm
IGNITION	Motoplat	Kokusan CDI		Nippondenso CDI	Bosch CDI				Bosch	Bosch	Motoplat
LUBRICATION	Premix 40:1		Premix 25:1	Oil pump	Premix 40:1			Premix 25:1	Premix 40:1		Premix 20:1
FUEL	Premium unleaded										Premium (98 octane)
CLUTCH	6 plates	7 plates	8 plates		5 plates	6 plates	7 plates	8 plates	6 plates	7 plates	6 plates (dry)
TRANSMISSION	6 speed	5 speed	5 speed	5 speed	6 speed		6 speed	5 speed	6 speed	5 speed	6 speed
STARTING	Primary kick										
CARBURETOR	Mikuni VM-34		Bing 40 mm	Mikuni 38 mm	Mikuni VM-34			Bing 40 mm	Amal		Dell'Orto 36 x 2
AIR FILTER	Twin air foam								Foam		N/A
SPARK PLUG TYPE	Bosch			NGK	Bosch				NGK	Bosch	Bosch
SPARK PLUG NUMBER	W300TZ		W275TZ	D8ES	W300TZ	W275TZ	W300TZ	W275TZ	N/A		W3702S
ENGINE SPROCKET	13 T	14 T	17 T		14 T	15 T	14 T	18 T	13 T		17 T
CHASSIS											
WHEELBASE	151.1 cm (59.5")				150.5 cm (59.3")	151.1 cm (59.5")			130.8 cm (51.5")	133.35 cm (52.5")	N/A
SEAT HEIGHT	96.5 cm (38") Safety seat								74.93 cm (29.5")		76.2 cm (30")
GROUND CLEARANCE	35.5 cm (14")	37.4 cm (14.75")	35.5 cm (14")				37.5 cm (14.75")	35.5 cm (14")	31.1 cm (12.25")		15.2 cm (6")
FUEL CAPACITY	11.8 L (2.6 Imp. gallons) (3.12 US gallons)			10.45 L (2.3 Imp. gallons) (2.76 US gallons)	13.63 L (3 Imp. gallons) (3.76 US gallons)	(2.76 US gallons)	10.45 L (2.3 Imp. gallons) (3.6 US gallons)	13.63 L (3 Imp. gallons) (3.6 US gallons)	8.63 L (1.9 Imp. gallon) (2.28 US gallons)		24.5 L (5.4 Imp. gallons) (6.47 US gallons)
WEIGHT, DRY	92.53 kg (204 pounds)	98.88 kg (218 pounds)	109.77 kg (242 pounds)	113.85 kg (251 pounds)	101.15 kg (223 pounds)	102.96 kg (227 pounds)	100.69 kg (222 pounds)	111.5 kg (246 pounds)	88.9 kg (196 pounds)	90 kg (200 pounds)	104.32 kg (230 pounds)
SUSPENSION, front	40 mm, Marzocchi with Piffero damping; Teflon bushings								35 mm Marzocchi		Marzocchi with adjustable damping
TRAVEL	30 cm (11.8")								16.5 cm (6.5")		N/A
SUSPENSION, rear	White Power; compression and rebound adjustable; Quad Link II progressive reaction system								Marzocchi		DeCarbon rising rate
TRAVEL	32 cm (12.6")						31.97 cm (12.59")	32 cm (12.6")	15.24 cm (6")		N/A
FRAME	Reynolds 531 tubing										
SWINGING ARM	Heat treated aluminum								Reynolds 531 Tubing		Heat treated aluminum
FRONT TIRE	Metzeler 3.00 x 21								Michelin 2.75 x 21		Michelin Wets 10/64-18
RIMS	Akront										Campagnolo magnesium
REAR TIRE	Metzeler 4.50 x 18		Metzeler 5.10 x 18		Metzeler 4.50 x 18	Metzeler 5.10 x 18	Metzeler 4.50 x 18	Metzeler 5.10 x 18	Michelin 4.00 x 18		Michelin Wets 13/66-18
STEERING HEAD ANGLE	28°								27°		26°
BRAKES, front	140 mm drum								125 mm drum		Twin 260 mm Brembo Disc
BRAKES, rear	140 mm drum								125 mm drum		Single 230 mm Brembo Disc
CHAIN	E.K. 520 H										
REAR WHEEL SPROCKET	50 T	46 T							40 T		34 T
CHAIN ADJUSTERS	Snail cam										N/A
SPECIAL FEATURES ASE SERIES	Rotax engine with rotary valve induction. Kickstand. Resettable odometer. Quick service airbox. Muffler/spark arrestor. Quick detach rear wheel with snail cam chain adjustment. Enduro lighting.										

† Specifications apply to Reynolds 531 frame road racer only

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Lackey

(Continued from page 18)

tite loss, fatigue, loss of interest, decreasing performance, weight loss, stiffness and soreness, depression, swelling of the lymph nodes, frequent colds, inability to relax, and restless sleep.

The use of hard and easy training days reduces the risk of overtraining. The less strenuous workout prevents injury as well as atrophy. Then the athlete is ready to stimulate muscle growth again with his next strenuous workout. This approach may also help prevent mental staleness.

One way to guard against overtraining is to check your pulse rate in the morning before getting out of bed. An increase in your normal at-rest pulse suggest overtraining.

It's also wise to monitor your pulse rate right after a workout (ideally, aerobic running) and again 15 minutes after the workout. Keep records. Any increase, either in the morning or after workouts, suggest overtraining. Take some time off and then resume training at a reduced pace, gradually building to old levels.

Don't ignore overtraining warning signals. The longer you put off the rest your body is demanding, the longer it will take you to reverse the down curve and return to your former fitness.

Reversibility

A level of fitness that took years of training to obtain can be lost in a surprisingly short time. A three-week layoff can play havoc with fitness. Two months of inactivity can produce as much as a 60 percent strength loss. This loss is reversibility at work.

Reversibility (use it or lose it) affects endurance athletes quicker than burst athletes. The oxygen system reverses quicker than the muscle system. However, a burst athlete's ability to do repeat bursts will likewise be affected, first by decreasing oxygen efficiency, and then by muscular atrophy.

The two most common indicators of reversibility at work are shortness of breath and sore muscles.

The only way to combat reversibility is to avoid long, do-nothing layoffs. A mild off-season training program will make the climb back to peak form for the following season much easier.

Specificity

The best training for any sport is specific. General conditioning provides a foundation, but coordination and various skills are best developed specifically by practicing the sport.

For a motocrosser, that means riding the motorcycle. This can be supported with exercises that mimic the movements of the sport. Exercises that requires the same kind of coordination, the same kind of body speed, the same kind of strength and endurance, the same kind of cardiovascular efficiency. Strength training, however, should remain general.

Warming up

Always warm up before exercising. Raising the temperature of the muscles just a few degrees stimulates the energy production process while reducing joint friction and inelasticity.

Avoid maximum static stretches or bouncing stretches for warming up. Use comfortable static stretches plus easy twisting, turning, loosening-up motions.

Pre-stretch

Pre-stretching is the act of placing muscle under tension before starting a contraction. This tension sends a signal to the brain, alerting it for a major effort. The muscle group then prepares to contract more fiber.

Pre-stretching or pre-triggering is common in many sport movements. A dip before leaping. A back swing before whipping a baseball bat or golf club forward. Bringing the fist back before throwing a punch.

With strength training, the pre-stretch, a quick, short thrust, should occur just before reaching full extension in the lowering part of a strength exercise.

Workout order

Begin with the largest muscle groups first, then proceed to the smallest. This approach allows more overall stressing. The smaller, "weaker link" muscles remain fresher. This allows the bigger muscles to work more efficiently.

Isolation of muscle groups

Whenever possible, exercise one muscle group at a time. Each group can be stressed harder if it is not assisted by other groups. This concept was a major consideration in the development of Nautilus, Universal, and similar weight-station equipment.

Workout variety

You'd get bored eating the same meal every day. Repeating identical workout schedules can have the same effect. Adding, deleting, and switching can help you avoid mental and physical boredom. New and varied stimulations encourage muscle growth.

Supervision

Training with a friend, a coach, or a group will generally produce the best results. People tend to push themselves harder when supervised or stimulating muscle growth. All of the preceding repetitions bring you to the moment of truth, so to speak. If you don't gut out that final rep, you don't get maximum results from the workout.

A trainer or buddy will urge you to keep trying. He can also supervise the form, speed, and smoothness of your efforts.

Younger athletes, especially, should not attempt resistance training without proper supervision of intensity as well as technique. There is concern about stressful weight training by adolescents before they experience the growth spurt that normally occurs in the early teens. There is no evidence that weight training before 16 is harmful, provided the training is supervised, but the potential for damage to growing bodies is recognized. There is some indication that mild resistance training before the growth spurt will allow more intensified training in the late teens.

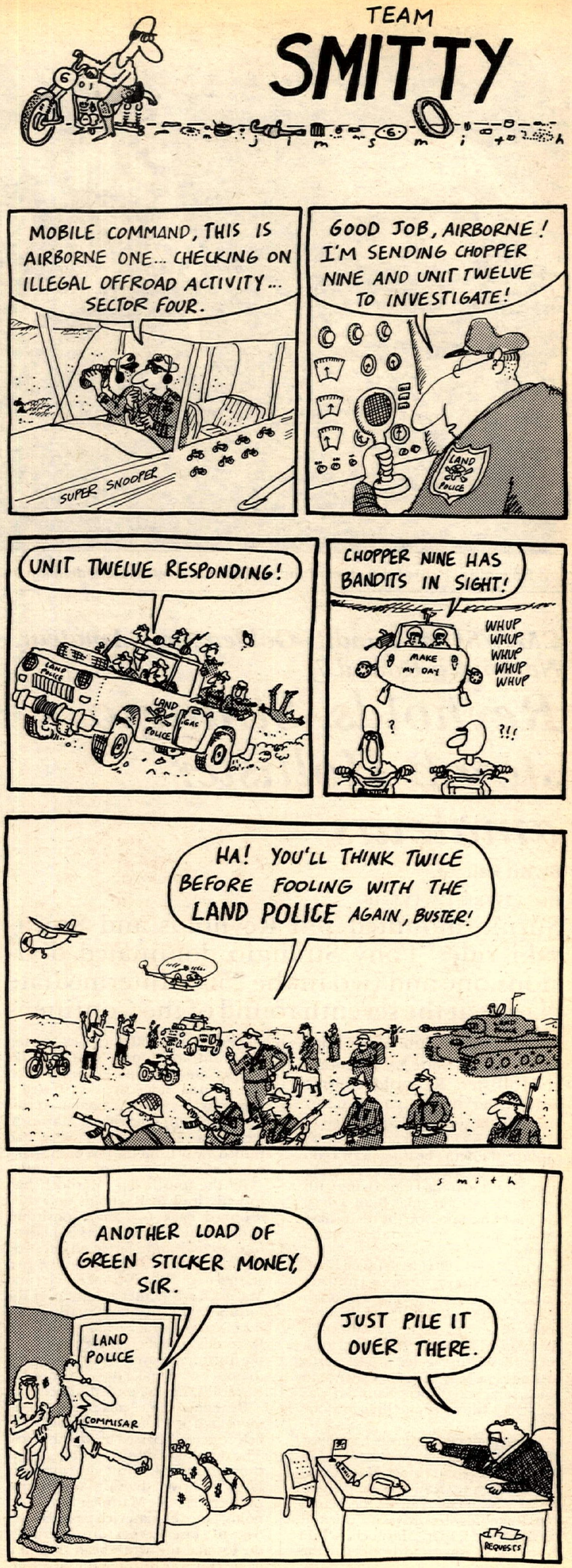
Training diary

A training diary allows you to evaluate efforts and results and plan future efforts. Record keeping will also motivate you to keep increasing resistances, repetitions, times, distances — whatever is appropriate for your training.

Medical examination

Get a thorough medical exam before undertaking any strenuous training program, regardless of your age or general health. Anyone over 35 or anyone with possible heart problems should consider a stress-test electrocardiagram. ●

Championship Training, *by Dean Miller and Len Weed, includes Brad Lackey's complete year-round training program as well as in-depth fitness and training information for all sports. 112 pages, over 80 photos and illustrations. To order, send $9.95 plus $1.50 postage and handling to Cleansheet Enterprises, P.O. Box 241C, Tarzana, CA 91356. California residents add 65¢ sales tax.*



PHOTOS BY KIT PALMER

Jeff Reynolds (126) at the start of the first 250cc Intermediate division one moto. He captured the overall win with a 2-3 score.

CMC/Skoal Bandits Golden State Amateur Nationals: Round 7

Reynolds, Strangio stomp Hollister amateurs

By Kit Palmer

HOLLISTER, CA, FEB. 16

Suzuki-mounted Jeff Reynolds and Kawasaki rider Tony Strangio dominated divisions one and two in the 250cc Intermediate classes at the seventh round of the Continental Motosport Club/Skoal Bandit's Golden State Series today at Hollister. Reynolds didn't win either motos in division one, but consistency was the key to his victory — he used a 2-3 score to capture the win, beating Kawasaki rider Jeff Matiasevich's 5-1 combination. Strangio traded moto wins with another Kawasaki rider Brad Toms, but since Strangio won the tie-breaker second moto, the overall went to Strangio.

A little over 400 riders signed up to do battle on the picturesque Hollister track — the course was carved through grass-laden rolling hills, while some sections weaved their way through dense patches of trees. Instead of a forward starting gate, a backwards falling-type was used this year, and the first race off the gate Saturday was the 250cc Intermediate division one class.

Honda pilot Eric Marnoch grabbed the holeshot but was closely followed by another Honda rider Matt Vulk, Reynolds and Kawasaki-mounted Frankie Brundage. During the second lap, Reynolds slipped past Vulk and set after the leader, Marnoch, while Brundage crashed and dropped to the back of the pack. A lap later, Vulk started to drop off the pack, giving the third and fourth spot to Mike Fowler and Pat Sparks. Soon after, the Honda rider Sparks stuffed it past Fowler and his Yamaha. At this point, the top four riders: Marnoch, Reynolds, Sparks and Fowler had pulled away from the rest of the pack while engaged in a very close battle.

By the fourth lap, Marnoch had lost his lead to Reynolds and then dropped back two more positions two laps later. Sparks worked his way into second and started to pressure the new leader, Reynolds. The two started to pull away from Fowler and Marnoch while they fought over the top spot. Shortly after, Sparks made his move and snuck by Reynolds, but Reynolds stayed close right down to the finish. However, Sparks managed to hold on and take the win ahead of Reynolds, Fowler and Marnoch.

Brundage came back in the second moto and led for the first four laps before getting passed by Matiasevich. The two duked it out very closely for those four laps, while developing a large lead over the third and fourth place riders — Marnoch and Reynolds. Once Matiasevich passed Brundage in a fast sweeper turn, he cruised on to take the win ahead of Brundage. Halfway through the race, Reynolds roosted around Marnoch for third and stayed there until the finish — Marnoch took fourth.

The first division two moto was completely dominated by Toms — he captured the holeshot and never looked back. At the start, Yamaha rider Greg Pierce held down second, but he crashed in a turn and recovered near the rear of the field. This gave the second spot to Strangio who rode smoothly from then on to finish second. Third went to Kawasaki-lady, Mercedes Gonzales. She spent most of the moto dicing with Yamaha rider Mitch Farmer, who finished fifth.

Toms once again stole the holeshot at the start of the second moto but felt Strangio closing in shortly after. By the third lap, Strangio had reeled in Toms and the two started to fight for the overall. A lap later, Strangio took control and passed Toms. The win and overall went to Strangio followed by Toms. Third went to Honda rider Dennis Redding, while Gonzales took fourth for third overall. Fourth overall went to Tim Wahlberg and his Yamaha with a 4-5 score.

The Vet Junior class fielded 21 riders, and it was Maico-mounted Kurt Schiffner who went home with the overall after two first-place rides. Schiffner led from start-to-finish in both motos and was never challenged. Tom Winkleman, Honda-mounted, used two thirds to claim second overall. In the first moto, Winkleman spent most of the moto in a dogfight with Yamaha rider Jeff Burnett, who finished second in the moto. Fourth went to Suzuki rider David Knapik, while fifth fell to Honda rider Pat Graham.

With Winkleman way out in front in the second moto, most of the action took place over the second position. Winkleman held down that spot for a while until Husqvarna rider Karel Kramer got in on the act. Kramer, who finished seventh in the first moto after a back-of-the-pack start, eventually passed Winkleman for second. At the finish it was Schiffner, Kramer, Winkleman and Suzuki rider Mark Arthur. Third overall went to Kramer.

One of the largest classes of the day was the 250cc Junior class — 34 riders lined the starting gate, and after the pack rounded the first turn, it was Suzuki rider Ritchie Haselden leading the way. Haselden and his Suzuki led for two laps before getting hung up in a rut through a turn and crashed. Honda rider Stacy Magorian then took over the lead but felt Darrin Hoeft and his Honda breathing down his back.

For the remainder of the race, the two leaders duelled very closely, but in the end, it was Magorian who prevailed. Hoeft finished second ahead of Kawasaki rider Greg Smith and Darin Vanderpool, Haselden and Suzuki rider Brian Sweaney.

Magorian managed to make it a clean sweep by capturing the second moto win, which was more than enough to claim the overall. Hoeft and Smith traded places in the second moto with Smith taking second in the moto and second overall ahead of Hoeft. Vanderpool took fourth again for fourth overall while fifth overall went to Haselden, who placed seventh in the moto.

Yamaha rider Robert Fox Jr. used a commanding 1-1 tally to win the Old Timer Jr. class, narrowly beating Honda rider Gary Trower's consistent 2-2 tally.

In the first moto, Trower took the early lead ahead of Marsh Runyon and his Yamaha, Honda-mounted Wayne Howard, Suzuki rider Bill Weaver and Kawasaki pilot Carl Ellert. Fox had a terrible start and had to work his way up through the pack. By the third lap, Fox had taken over the second spot and started to reel-in the leader, Trower. With three laps to go, Fox slipped by Trower for the lead and the eventual win. Third and fourth went to KTM-mounted Gary Melvin and Howard.

Fox didn't have much trouble taking the second moto win, while Trower once again finished second. Melvin finished third to claim third overall, while fourth and fifth overall went to Runyon and Howard.

In sidecar racing action, the team of Phillip and Victor Palfreyman managed to make good use of a second turn, second moto pile-up that put first moto winners, Pete and Scott Whitney out of the race.

Jeff Matiasevich (37M) put together a 5-1 score in the 250cc Intermediate's division one.

In the first race, the Whitneys led from start to finish, while the Palfreymans took second. Third and fourth went to Ralph Whitney/Dennis Cassidy and Thom Lund/Duane McDowell.

Just after the second turn in the second moto, with the Palfreymans out in front, the rest of the pack came to a sudden halt involved in a huge pile-up. By the time any of the teams got going agin, the Palfreymans were long gone on their way to the overall win. Second in the moto went to the Ken Maler and Ramsey Harris team. Second overall went to Whitney and Cassidy with a 3-3 score, while third went to Maler and Harris (5-2). The Whitney and Whitney team took a DNF. ●

Results

60 0-8: 1. Brad Schultz (Kaw); 2. Jeff Willoh (Kaw); 3. James Reyes (Kaw).
60 9-11: 1. Pete Piantanida (Kaw); 2. Jesse James (Hon); 3. Jacob Swain (Kaw).
80 JR 9-11: 1. Mike Corry (Suz); 2. Philippe Agostini (Yam); 3. Robert Naber (Kaw).
80 JR 12-16: 1. Doug Huston (Yam); 2. Danny Anderson (Suz); 3. Pat Weide (Yam).
80 BEG: 1. Jeremy Olbrecht (Kaw); 2. Shen Pestano (Yam); 3. Scott Connelly (Kaw).
80 9-11 INT: 1. Buddy Antuney (Suz); 2. Jimmy button (Hon); 3. Butch Smith (Suz).
80 12-16 INT: 1. Terry Swanson (Yam); 2. Chris Young (Yam); 3. Tommy Clowers (Hon).
125 BEG: 1. Brian Yorton (Hon); 2. Michael Loftus (Kaw); 3. Scott Ahern (Yam).
125 JR: 1. Ron Jordan (Kaw); 2. Steve Wamboldt (Yam); 3. Mark Drebert (Suz).
125 JR: 1. Jimmy Lewis (Kaw); 2. Rob Hermanek (Kaw); 3. Dax Billings (Yam).
125 INT: 1. Mike Kiewdrowski (Kaw); 2. Jeff Matiasevich (Kaw); 3. Ty Davis (Hon).
250 BEG: 1. Scott Hyde (Hon); 2. Chuck Hageman (Hon); 3. Richard Smith (Hon).
250 JR: 1. Stacy Magorian (Hon); 2. Greg Smith (Kaw); 3. Darrin Hoeft (Hon).
250 INT: 1. Jeff Reynolds (Suz); 2. Jeff Matiasevich (Kaw); 3. Pat Sparks (Hon).
250 INT: 1. Tony Strangio (Kaw); 2. Brad Toms (Kaw); 3. Mercedes Gonzales (Kaw).
500 BEG: 1. Peter Agee (Yam); 2. Jess Ochoa (Hon); 3. Joseph Monteith (Yam).
500 JR: 1. Jeff Healey (Hon); 2. Steve Lawler (Yam); 3. Terry Woody (Hon).
500 INT: 1. Jack Azevedo (Hon); 2. Eric Marnoch (Hon); 3. Aaron Pipes (Hon).
SUNDAY
OT JR: 1. Robert Fox Jr. (Yam); 2. Gary Trower (Hon); 3. Gary Velvin (KTM).
OT MSTR: 1. Jim Saitone (Hon); 2. Lars Larsson (Hon); 3. Russ Fay (Yam).
OT INT: 1. May Goode (Yam); 2. Ken Feulner (Hon); 3. Fred Cameron (KTM).
VET JR: 1. Kurt Schiffner (Mai); 2. Tom Winkleman (Hon); 3. Karel Kramer (Hus).
VET INT: 1. Dennis Davis (Yam); 2. Ken Yarnall (Yam); 3. Billy Risner (Hon).
VET MSTR: 1. Jon Miller (Yam); 2. Scott W. Davis (Mai); 3. Steve Ferroni (Yam).
SIDECARS: 1. Phillip Palfreyman/Victor Palfreyman (Yam); 2. Ralph Whitney/Dennis Cassidy (Wasp); 3. Ken Maler/Ramsey Harris (Yam).

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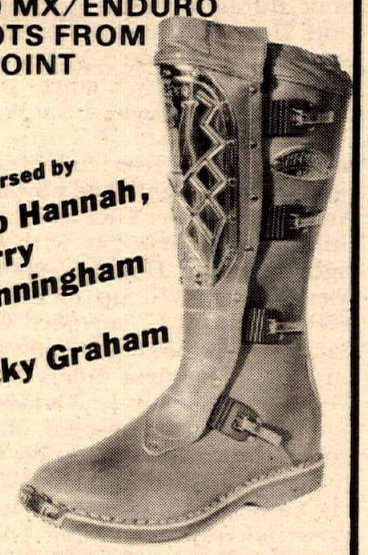

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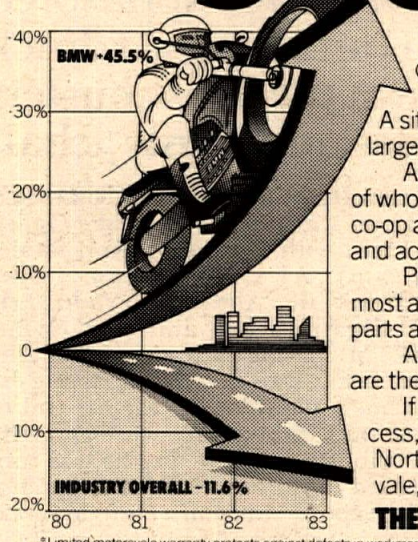

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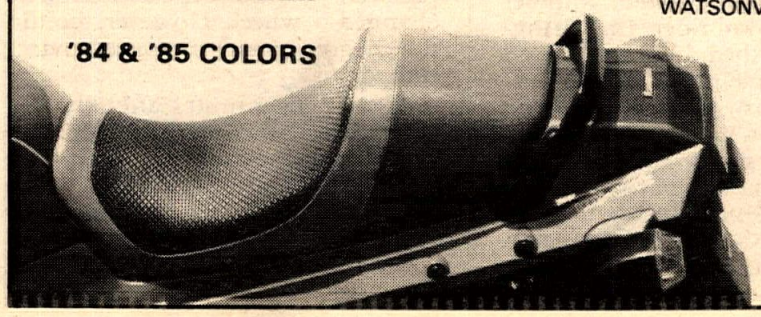

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PHOTOS BY LARRY LANGLEY

Yamaha rider Ted Hunnicutt rode to the overall and Open Expert wins at the Brushbusters hare scrambles.

Chuck Miller fought his way through the dust for second overall on his Honda CR500. He held the lead momentarily before Hunnicutt took over.

Brushbusters D-37 Hare Scrambles

Hunnicutt brushes off competition

By Larry Langley

LUCERNE VALLEY, CA, FEB. 24

Team Yamaha/AXO/Duralube-sponsored Ted Hunnicutt edged Honda rider Chuck Miller for the overall win at the Brushbusters AMA D-37 hare scrambles on a dusty, challenging course.

The Brushbusters promised a new camping area off of Camp Rock Road in Lucerne and ended up pitting about three miles north of Anderson Dry Lake at the intersection of Camp Rock Road and the powerline road. The bomb run ran parallel to Camp Rock Road south towards the pit area, crossing the powerline road and funnelling into a rocky canyon.

The 10 a.m. start gave every one a little extra sleep and a few anxious riders saw the banner twitch and fired up their bikes just a tad early. Number one 250cc rider Derrick Paiement (Hus) kicked his Husky to life and let the clutch out only to realize the banner was still up! He immediately stopped and waited for the banner to actually drop but a couple of other riders reportedly got a five-second head start on the field when they also thought the banner had dropped.

When the dust cleared, number one 250cc Senior rider Jim Bringhurst had crashed in a gully and Invaders M.C. member Cleon Loonsfoot gave up his ride for the day and stopped to assist. Loonsfoot rode back to retrieve and guide Rescue 3 to the accident scene and then rode back to the start to make sure the Novices/Beginners didn't start until Rescue 3 had Bringhurst off the bomb run.

The race at the bomb had Hunnicutt in the lead closely followed by Miller. Third was 250cc rider Eddie Ogden (Yam) with P. Krause, Ron Shuler (Yam), Al Cunningham, Mike "Downhill" Alexander (Yam), Eric Hallgath (Hon) and Ken Oviatt (KTM) chasing the leaders on a single-file rocky trail that made passing extremely hazardous. Near the end of the pack came a three-wheeler (#B40) obviously not knowing he was supposed to start with the Novices, not the Experts/Amateurs. He rode a good race but ended up being disqualified.

Viewfinders M.C. member Craig Rimlinger fell during the bomb run and wisely decided to pit for his club members instead of riding. Dunn Voyer was right up in the pack on his YZ80 Yamaha but was soon pushing his bike back. He hit a rock that crushed the exhaust pipe so flat the motor wouldn't run!

Paiement came limping back after the bomb with a flat tire. Luckily the pits were just before the bomb and he changed a wheel. However, he did not get going again until the Novices started.

Finally 45 minutes after the Experts/Amateurs left, the Novice/Beginner race started. At the bomb, Randy McIntyre had the lead with Veteran rider Robert Lancaster in the top five followed by Steven Otis.

Just 10 minutes after the Novices got going, the leading Expert riders came through the pits for their gas stop. Hunnicutt still held a slim lead over CR500-mounted Miller. Miller wasn't taking any chances of running out of gas like he did at Whiskey Pete's, so he had a Turtle Tank mounted on the rear fender for additional gas. Hallgath had powered his Answer Products CR250 Honda to third overall, first 250, with Ogden right on his tail. Duralube-sponsored Alexander moved up to fifth with Viewfinders M.C. member Charlie Barney (C-A) looking to make a move on him. The next riders through were Wes Anderson Jr., Oviatt on his new Pro-Cycle-sponsored 500 MX liquid cooled KTM and new Expert Jullian Guerra leading the 175s on his Kawasaki. Shuler made it to his Viewfinders pits, but hung it up as he seized his new Yamaha YZ490 on the first loop.

Brett Howell (Hus) crashed so hard on loop one that he broke his handlebars in half.

Hunnicutt left his pit and took the wrong trail and bailed pretty hard right in front of the main pit area and got right back up, but Miller got around him to assume the lead. Soon the Experts/Amateurs were passing the late-starting Beginners/Novices which was a problem due to the heavy dust. Hunnicutt repassed Miller in traffic and the dust was so bad Miller never saw Hunnicutt pass him. "I thought I was still in the lead until I came into a checkpoint and they told me I was second!" said Miller. "I don't know where he got me for sure, the dust was *real* bad."

"Chuck (Miller) went wide on a corner and I cut inside and got him" stated Hunnicutt. Miller's rear tire went flat soon thereafter and any chance of catching Hunnicutt evaporated with the loss of air.

At the finish it was Hunnicutt with a comfortable lead over Miller. Hallgath took third overall, first 250cc for the fifth race in a row; the young man is certainly on a roll. Alexander got by Ogden for fourth overall. In at seventh overall was a pie plate on a new 1985 Honda XR600 — it was enduro/ISDE rider Drew Smith doing some durability testing for Al Baker and Honda. Another four-stroke Honda in at ninth overall was the first Veteran, former number one rider Jim Fishback. The Veteran class is getting pretty tough this year with some of the best desert racers in D-37 history turning 30. Phil Gorgone (KTM) rounded out the top 10 and wanted to thank Pro-Cycle and Lubridyne. First 175cc bike in at 11th overall was Tom Elias (Pro-Cycle/Duralube) on his new KTM.

Veteran rider Bob Adams came in with his Yamaha sounding kind of ratty. His pipe had split open and his pit crew in desperation had zip-tied an aluminum Mountain Dew can over the hole in his pipe. Amazingly it held together and he finished.

Joanna Brownell (AXO/Hus) took the first lady honors again and looking good doing so. Troy Swafford (Hon) finished about 25th overall but was satisfied as he is coming off a very bad shoulder injury two years ago. His shoulder looks to be about 80% well and he is happy to be riding.

Desert M.C. member Dave Wilcox won the Senior Open Novice class for the last time, it was his final transfer to Amateur status. Senior rider Ed Farrell (who is back from a triple-bypass open-heart surgery) was a proud papa, his son Brent rode his first-ever desert race and won the 125cc Beginner class.

Most riders like the course, it was challenging and well laid out. The Brushbusters included at least 15 miles of virgin trail to tie in with regular trails. •

Results

OVERALL: 1. Ted Hunnicutt (Yam); 2. Chuck Miller (Hon); 3. Eric Hallgath (Hon); 4. Mike Alexander (Yam); 5. Eddie Ogden (Yam); 6. Ken Oviatt (KTM); 7. Drew Smith (Hon); 8. Charlie Barney (C-A); 9. Jim Fishback (Hon); 10. Phil Gorgone (KTM).

OPEN EX: 1. Hunnicutt (Yam); 2. Miller (Hon); 3. Alexander (Yam).

250 EX: 1. Hallgath (Hon); 2. Ogden (Yam); 3. Gorgone (KTM).

175 EX: 1. Tom Elias (KTM); 2. Scott Anderson; 3. Jullian Guerra (Kaw).

OPEN AM: 1. Dale Linek; 2. #340; 3. Steve Garner.

250 AM: 1. #211x; 2. D. Hopkins; 3. J. Partain.

175 AM: 1. Sean Bradley; 2. Brian Strachan; 3. Gary Christie.

OPEN NOV: 1. Randy McIntyre; 2. Jeff Bocohillon; 3. Lon Brad.

250 NOV: 1. #268x; 2. #282x; 3. M. Burch.

175 NOV: 1. Norman Howard; 2. David Alford; 3. Robert Baehr (Yam).

VET OP EX: 1. Jim Fishback; 2. Wes Anderson Jr.; 3. Doug Erlemann.

VET OP AM: 1. #V206; 2. Tom Sagehorn; 3. Joe Krogstad.

VET OP NOV: 1. Mike Mulconery; 2. Steven Mitchell; 3. John Marsh.

VET 250 EX: 1. Bill Becker (Hon); 2. #V112x; 3. B. Eisele.

VET 250 AM: 1. Ted Overholt; 2. T. Morgan; 3. K. Hogden.

VET 250 NOV: 1. Eddie McKenzie; 2. #V144x; 3. Chuck Lennox.

SR OP EX: 1. Art Knapp (Hus); 2. Dick Postma; 3. John Reeves.

SR OP AM: 1. John Hesskk; 2. Lee Denning; 3. Bob Scott (Hon).

SR OP NOV: 1. Dave Wilcox; 2. Jim McClure; 3. Bill Mitchell.

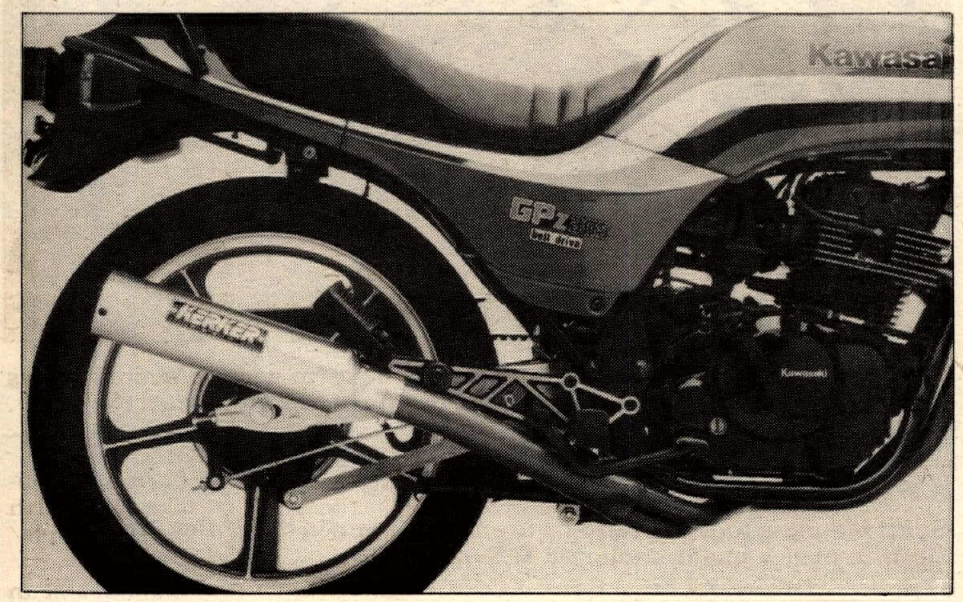
SR 250 EX: 1. Earl Shuler (Yam); 2. Don Whitehorn; 3. Al Guzman (Suz).

SR 250 AM: 1. Dennis Wilson; 2. Les Stiffler; 3. Wayne Goodman.

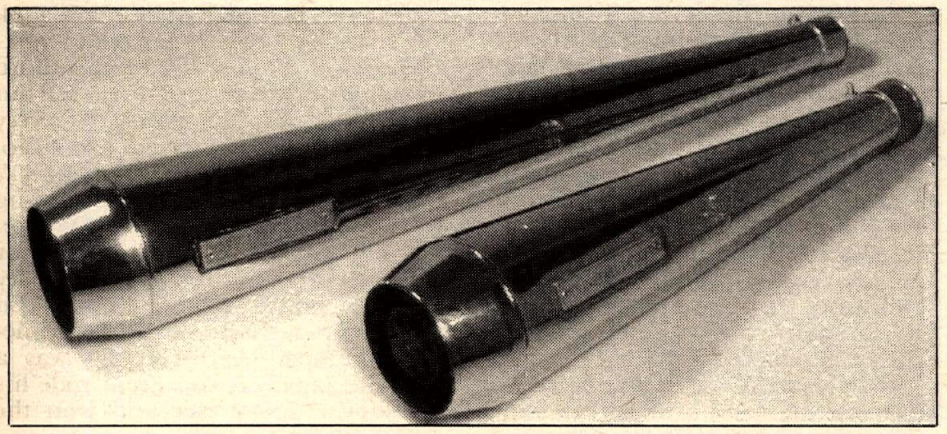
SR 250 NOV: 1. Jim Aurit.

SR 175 EX: 1. Ed Ogden; 2. Dave Kiersting; 3. Jim Harper.

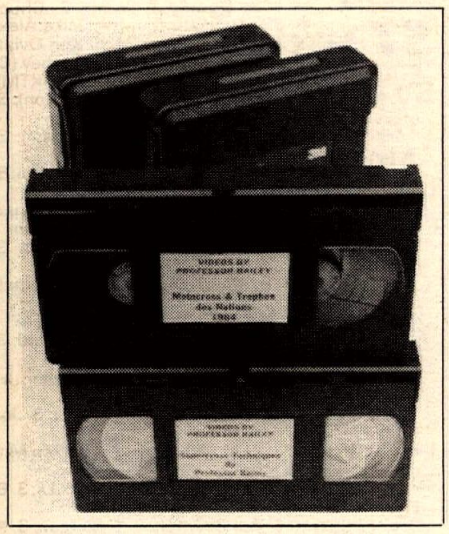
new products



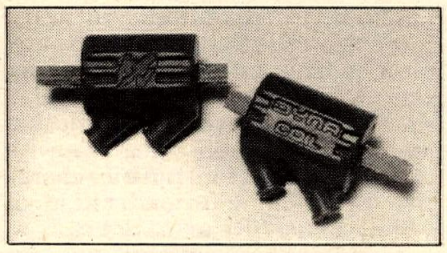
Kerker's System K2S for the Kawasaki GPz305 is a two-into-one exhaust system with a black header and an aluminum silencer. The silencer has Kerker's street-legal Comp III baffle system. Oil filter and drain plug access is retained, as is the stock center stand. From your dealer or contact Kerker, Dept. CN, 7900 Deering Ave., Dept. CN, Canoga Park, CA 91304.



Dunstall is again manufacturing a line of mufflers for street machinery. Available in 20 and 28 inch lengths, they are a quick bolt-on for bikes with 1 1/2 to 1 5/8—inch diameter head pipes and an "adjustable decibel" silencer is available. Retail price is $119.95 per set. Look for them at your dealer or contact RSC Performance, Dept. CN, P.O. Box 14664, Atlanta, GA 30324.



Give your VCR a workout with one of the latest releases from Videos by Professor Bailey. The 1984 Motocross & Trophee des Nations tape ($99.95) is a fully narrated view of race footage, personal moments and behind the scenes action of the winning effort by the American team at both events. The Supercross Techniques tape ($49.95) details the proper techniques for riding the unique obstacles in Supercross, and includes footage of leading American Supercross riders. To order, contact Videos by Professor Bailey, Dept. CN, P.O. Box 130, Axton, VA 25404-0130. Be sure to specify Beta or VHS formats and include $3 per tape for shipping.



KV Dyna Coils are now available in 2.2-ohm models to fit many late model Hondas and Kawasakis. Designed to work with all types of ignition systems, the coils put out over 35,000 volts and accept all conventional spark plug wires, stock brackets and hardware for simple installation. From KV Products, Dept. CN, 1060 E. Cypress St., Covina, CA 91724. •

CARB grants vapor hearings

CARB will work with Harley, Laverda and Moto Guzzi to make bikes available in California.

By Jim Wolcott
LOS ANGELES, CA, FEB. 21

The California Air Resources Board (CARB) convened today to consider the petitions presented by Harley-Davidson, Moto Guzzi, Laverda, and a southern California Vespa scooter dealer. These small-volume motorcycle companies had requested special consideration for, or complete exemption from, California's stringent evaporative emissions regulations. In the end, a compromise was reached.

Harley-Davidson's petition called for a three-year extension of the existing six-grams-per-test evaporative limit. Harley claimed that peculiarities of their engine layout and carburetor placement has prevented them from economically reaching the two-grams-per-test limit, scheduled to take effect for the 1986 model year.

A southern California Vespa dealer had petitioned for exemption from both evaporative and exhaust emissions standards. Since Vespa and the dealer made no effort to make the scooters comply, that petition was scuttled. Pending a major compliance effort on Vespa's part, no new Vespa scooters will be available in California.

Which brings to light the problems of Moto Guzzi and Laverda.

The California Moto Guzzi and Laverda dealers were petitioning for a temporary exemption from the evaporative emissions standards. Since the new 49-state bikes don't comply to California standards, these dealers haven't been able to sell new motorcycles for over a year. Instead, they have had to rely on service work and parts sales to keep their doors open. More than the profits from selling new motorcycles, these dealers have an obligation to their customers to back-up the products. Without new motorcycles to sell, a dealer is faced with an ever-dwindling clientele, and ultimately must look for other ways to earn a living.

Steve Barber, a Laverda dealer from Sacramento, and John Ellis, from Benelli/Moto Guzzi North America, both stated for the record that these two manufacturers want their motorcycles to comply with California standards. But for manufacturers that expect to sell fewer than 100 motorcycles per year in California, construction of an evaporative test facility was simply cost-prohibitive.

By way of coincidence, Moto Guzzi dealer Sonny Angel, of National City, California, had experimentally fitted an evaporative emissions system onto a 49-state 1984 model V65 'Guzzi. The CARB had run this bike in their test "shed" the day before the hearing, and the bike had passed with an astonishing 1.2-grams-per-test figure — well below '85 requirements. Of course this shed test is only the first part of a complicated certification procedure. But the fact is, the bike passed with flying colors.

Knowing that a Moto Guzzi could be equipped to pass the evaporative tests, and since they were already favorably disposed to aid Harley-Davidson, the CARB elected to explore Harley-Davidson's request at a public hearing: provided that this extension of the evaporative standards be expanded to include all small-volume motorcycle manufacturers. If this extension is granted, small-volume motorcycle manufacturers will only be required to meet the six-grams-per-test standard through the 1988 model year.

Probably more significant than CARB's position, Harley Davidson announced that it will make its evaporative test facility available to other motorcycle manufacturers for certification testing. At this time, Cagiva plans to use Harley's facility for their California certification. Mark Tuttle, Harley-Davidson Vice-President of Engineering, was on hand at the meeting and made Harley's position clear.

"No, Harley is not going into the emissions certification business — we just feel that this is a situation where the industry can benefit by sticking together. If a small-volume manufacturer has devised an emissions system that we feel will comply, we'll test that system for them. We're not in a position to do engineering work for other manufacturers. At this time, we haven't set a schedule for the availability of our lab, nor have we worked out what kind of prices we'll have to charge for the service."

The CARB staff also surprised those at the meeting by announcing it would make their test facility available to small-volume manufacturers. The testing of Angel's canister-equipped Moto Guzzi was an experiment — not standard procedure. The CARB staff is now willing to make the state-owned emissions lab available for one test: the actual certification test. The manufacturer just has to get it right the first time. This is a big step; only two months ago, the CARB emissions lab was off-limits to the manufacturers.

As far as immediate relief for the California Moto Guzzi and Laverda dealers — things are on hold. The dealers were looking for a temporary (meaning a few months) exemption from the standards, so they could continue to sell motorcycles. Unfortunately, today's "public meeting" was only to determine whether the CARB should go to the trouble to schedule a regulatory hearing: where the details of the proposed extension would be revealed.

The regulatory hearing is scheduled for sometime in May. Motorcycles might be available for sale by this summer. •

Doug Briney (#56) slides by Jim Brown in the 250cc Beginner class at Corona. Darin Cook was the overall class winner.

Scott Manning took his Yamaha to an overall win in the 250cc Pro class at DeAnza over Yamaha-mounted Ti Swartz.

PHOTOS BY NATE RAUBA

Walls to the Walls at DeAnza

By Nate Rauba

SUNNYMEAD, CA, FEB. 17

There was no stopping Daryn Walls (Kaw) as he swept the 125cc Novice win today at DeAnza Racing Club's Sunday MX. Walls won both motos after battling his way into first in each race.

Kawasaki mounted Charles Gonzales took the lead at the start of the first moto with Eddie Raab (Kaw), Walls, and Howard Tresville (SCR/Suz) trailing. For the first half of the race the positions remained the same with Tresville falling off the pace and dropping back a few seconds. At mid-moto the leaders got bunched up as they encountered slower traffic, and when they came around on the following lap Walls had the lead. Walls quickly built a lead that he would keep to the finish, while Gonzales, Raab, and Tresville fought over second. They were all close as they took the white flag and a few turns later Tresville and Raab banged bars over a jump. Raab went down and nearly took Gonzales with him as Tresville got away. Tresville had second-place in the bag, only to fall near the end of the race, giving Gonzales second.

Tresville grabbed the holeshot in the second moto, with Walls right behind him. Walls kept the pressure on Tresville until he found a way by on the third lap. Tresville stayed close for a few laps only to dump it again — giving Walls all the distance he needed to take a comfortable win. Tresville fell again and came close to losing second to a hard charging Jerry Jetton (Suz). Jetton had spent much of the race battling with Gonzales and Raab, and it wasn't until the final lap that he had secured third. Tresville took second overall, while Gonzales' 2-5 was good for third overall.

In the 250cc Intermediate class Gilbert Valdez (Suz) was the overall winner with a 3-1 score. Valdez fell in the first moto while battling with Laurie Fooks (Suz) for second and never regained his composure in the race. Fooks went on to win the moto after battling with Yamaha of Covina's Kenny Maddux, taking the lead on the final lap when Maddux was slowed by traffic.

Valdez took the lead from Ron Urman (Yam) on the third lap in moto two, and never looked back. Urman was second well ahead of Maddux who was never able to make up for a bad start.

Results

PEE WEE DIV A: 1. Dylan Jackman (Yam).
PEE WEE DIV B: 1. David Cechin (Yam).
JR CYC: 1. E.J. Wright (Kaw).
MINI BEG: 1. Henry Walls (Kaw); 2. Todd Smith (Kaw); 3. Kirk Condunachi (Yam).
MINI NOV: 1. Scott Strangio (Kaw); 2. Eric Browne (Kaw).
MINI INT: 1. Wesley Klein (Kaw); 2. Adam Fitzgerald (Yam).
MINI EX: 1. Mike Wiese (Yam).
125 BEG: 1. Kirk Page (Kaw); 2. Walter Kelly (Suz); 3. Bruce Guertin (Hon).
125 NOV: 1. Daryn Walls (Kaw); 2. Howard Tresville (Suz); 3. Charles Gonzales (Kaw).
125 INT: 1. Johnny Bonacci (Suz); 2. John Matiasevich (Hon); 3. David Church (Hon).
125 PRO: 1. Tom Combs (Kaw); 2. Mark Filler (Yam); 3. John McCaughey (Kaw).
250 BEG: 1. Jeff Thomas (Yam); 2. John McManus (Suz); 3. Andrew Trotter (Yam).
250 NOV: 1. Rob Carpenter (Yam); 2. Mark Hambelton (Yam); 3. Bob Nunez (Kaw).
250 INT: 1. Gilbert Valdez (Suz); 2. Kenny Maddux (Yam); 3. Ron Urman (Yam).
250 PRO: 1. Scott Manning (Yam); 2. Ti Swartz (Yam); 3. Colin Ryan (Yam).
OPEN BEG: George Garcia (Yam); 2. David Fajardo (Hon); 3. Dennis Ptak (Hon).
OPEN NOV: 1. Paul Doebereiner (Hon); 2. Jeff Carlson (Hon); 3. Scott Reel (Hon).
OPEN INT: 1. John Begin (Hon); 2. Mike Logan (Yam); 3. Jeff Fahy (Hon).
OPEN PRO: 1. Tim Cauby (Yam); 2. Dan Paulson (Kaw).
VET JR: 1. Ed Michetti (Yam); 2. Paul Snider (Yam); 3. Don Bridges (Suz).
VET INT: 1. Kitty Mayfield (Suz); 2. Richard Bealer (Yam); 3. Mike Geraghty (Yam).
VET SR: 1. Larry Lowen (Suz); 2. David Jacobus (Hon); 3. Paul Wilde (Yam).
WOMEN: 1. Gale Webb (Hon); 2. Lani Emary (Suz).

Criswell crushes Corona

By Nate Rauba

CORONA, CA, FEB. 15

Kawasaki-mounted Bruce Criswell took top honors in the Open Novice class tonight at Corona Raceway, coming back from stalling and placing second in the first moto. Gordon Ward scored back-to-back runaway wins in the 250cc Pro class, stretching his season-long winning streak.

M-Star mounted Don Abdella roosted to the front of the pack at the start of moto one, with Jeff Bragin (Hon), Criswell, and Stu Thomson (Kaw) trailing. Both Bragin and Criswell got by Abdella on the first lap, and shortly after that Abdella fell behind and was out of the race. Criswell stayed right on Bragin until he stalled on lap two, allowing Bragin to move ahead a ways. This margin was all Bragin needed to secure the win since Criswell couldn't make up for the lost ground before the finish. Thomson was third although he crossed the line after beginner winner Chris Chapman.

Abdella stole the holeshot once again in the second moto, leading Chapman and Chriswell, through turn one. Bragin came around near the back of the pack and dropped out before completing the first lap. Abdella led until he crashed out of the race on the second lap, handing the lead over the Chapman. For the next couple of laps Chapman held back Criswell, but at the halfway mark Criswell got by and immediately ran away with the lead. Criswell made no mistakes and cruised to the win, while Chapman took second and the overall in the beginner class. Thomson was the only other Open Novice to finish the moto, and took second overall, while Bragin placed third thanks to his first moto victory.

Gordon Ward (M.S. Racing/Yam) has been virtually unbeatable in the 250cc Pro class here at Corona, and tonight he continued his winning ways. Ward shot to the front of the 16 rider field right at the start of the first moto, and took off for a big win. Chris Fleming (Hon) put on a charge that put him in second ahead of Colin "Bones" Ryan (YOR).

Although he went into the first turn near the back of the pack, Ward quickly emerged with the lead on the first lap of the second moto, and was off to another runaway victory. Jeff Leisk (Hon) was second and the same overall, and Ryan was third overall with a 3-5 score.

Results

PEE WEE: 1. Mike Metzger (Kaw); 2. Jeff Lewis (Kaw); 3. Jimmy Williams (Kaw).
MINI BEG 13+: Scott Bagshaw (Yam); 2. John Peterson (Kaw); 3. William Tucker (Hon).
MINI NOV: 1. Guy Deckert (Kaw); 2. Jamie Morabito (Yam); 3. Charles Vice (Suz).
MINI INT: 1. Kevin Bussey (Kaw); 2. Donny McGlaughlin (Kaw); 3. Adam Fitzgerald (Yam).
MINI EX: 1. Mike Wiese (Yam).
125 BEG I: 1. Brian Petersvich (Suz); 2. Jacen Rutt (Hon); 3. Ronnie Tull (Kaw).
125 BEG II: 1. Guy Deckert (Kaw); 2. John Garcia (Hon); Greg Perkins (Hon).
125 NOV: 1. Jerry Litteral (Hon); 2. Rick Weaver (Kaw); 3. Robert McCay (Kaw).
125 INT: 1. John Flores (Kaw); 2. Chris Pillow (Hon); 3. Paul Pitzonka (Hon).
250 BEG I: 1. Darin Cook (Hon); 2. Ron Lathrop (Hon); 3. Dave Pack (Yam).
250 BEG II: 1. Tim Flores (Suz); 2. Shawn Hart (Yam); 3. Melvin Tgnatz (Yam).
250 NOV: 1. M. Kennedy (Yam); 2. Rob Carpenter (Yam); 3. David Hammond (Yam).
250 INT: 1. Laurie Fooks (Suz); 2. Tom Brown (Hon); 3. Kenny Maddux (Yam).
250 PRO: 1. Gordon Ward (Yam); 2. Jeff Leisk (Hon); 3. Colin Ryan (Yam).
OPEN BEG: 1. Chris Chapman (Hon); 2. Leonard Wallenda (Kaw); 3. Greg Burian (Hon).
OPEN NOV: 1. Brian Criswell (Kaw); 2. Stu Thomson (Kaw); 3. Jeff Bragin (Hon).
OPEN INT: 1. Robert Tippit (Kaw); 2. Bob Watson (Kaw).
VETS: 1. Rosendo Flores (Kaw); 2. Steven Willis (Yam); 3. Howard Taylor (Suz).

Adams, Kendig land Oregon ST wins

By Clay Light

CORVALLIS, OR, FEB. 16

AMA Expert Ron Adams got a win in the 250cc Pro main event after a controversial protest penalized Marty Zirbel. AMA Junior Pro Steve Kendig had a good night, winning the Open A and Open Pro mains.

The 250cc B main event kicked-off action and gave Steve Loraine (Hon) a final ticket to the 250cc A main after knocking-off Rick Stock (Hon) and Expert Frank Crane Jr. (Yam). Lorraine sat alone in row two for the eight-rider 250cc A main and trailed in the distance as 125cc A main winner Brian Riley (Bul) led the opening over Don Davidson (Yam) and Tricia Lyons (Yam). Loraine pushed through traffic to settle into the lead at the halfway point and make a sensational come-from-behind ride for the win over Riley, Pat Munyon (Bul), Davidson and Lyons.

National number 78 Donald Wilson sat the pole position on the Ottco

Specialties/Megacycle Honda after winning the fastest 250cc Pro heat race. At the snap of the rubberband, Wilson led Zirbel (Joe Gary/Town Center Yam), Crane and Adams (Adams Cycle/Simpson/Bul) until Zirbel snuck a wheel past for the lead. Zirbel lost shape shortly thereafter and gave Wilson back the lead until Zirbel made an on-the-gas wheelie down the 1/20-mile straight to grab the lead while Adams got by Wilson to move to second. Tempers flared after Zirbel was penalized by referee Andy Crane for course cutting, which gave Adams the win.

Kendig clobbered the 500cc A main by beating Washington's Rick Stock (Hon 500) and AMA Novice Pro Tim Hall (Yam 500) in the 10-lap final. Things were different in the 15-lap Open Pro money race as heat winner Scott Miller put the Track-Tak racing Yamaha TT500 into a lead while Zirbel, Kendig, Wilson and AMA Junior Mike Huffman (Hon 500) filled the top positions. Miller rode his best to date at the facilities, motoring away from looming Zirbel, who had his hands full with Kendig and Wilson. Ten laps into the main, Zirbel hit the retaining wall and caused the red flags to come out. On the single file restart, it was Miller again in front until mechanical woes put the disappointed Expert on the sidelines and put Zirbel and Kendig in a knock-out brawl for the lead. Zirbel dropped off the pace, allowing Kendig the win on the F&W English M.C./Adams Cycle/Serres Farms Honda 500 with Wilson nabbing second and Zirbel third over Huffman and Chuck Glender (Hon).

Results

OPEN PRO: 1. Steve Kendig (Hon); 2. Don Wilson (Hon); 3. Marty Zirbel (Yam).
OPEN A: 1. Steve Kendig (Hon); 2. Rick Stock (Hon); 3. Tim Hall (Yam).
250 PRO $: 1. Ron Adams (Bul); 2. Don Wilson (Hon); 3. Frank Crane (Yam).
250 A: 1. Steve Loraine (Hon); 2. Brian Riley (Bul); 3. Pat Munyon (Bul).
125 A: 1. Brian Riley (Hon); 2. Lincoln Volker (Hon); 3. Don Kasper (Hon).
80 A: 1. Matt Zirbel (Yam); 2. Becky Buschaw (Kaw); 3. Ryan Anderson (Kaw).
60 A: 1. Ryan Anderson (Kaw); 2. Mike Fetty (Yam); 3. Justin Lawrence (Yam).

Lange leaps to Albany SX win

By Clay Light

ALBANY, OR, FEB. 17

Doug Lange pounded the whoop-de-doos hard enough to grab top cash in the Open Pro class at Albany Supercross on a beautiful, balmy winter day. The "hot" temperature of nearly 50 degrees brought racers and spectators out to also witness Rodney Keller win the 250cc Pro class and Yamaha of Springfield's Ricky Gunderson take the 125cc Pro contest.

Lange (Moto-X Fox/Yam Support) shot into the lead in the first Open Pro outing and roosted around the loamy sand-lined track while Jon Buyas (Kaw), Richard Earle (Hon) and Tim Michlitsch (Yam Support) held down top positions. Lange rode smoothly and precisely en route to the moto win over Buyas, Michlitsch, David Cotter (Hon) and Jeff Reed (Yam). Moto two saw Lange on the gas and launching his YZ into first ahead of Michlitsch and Buyas. Michlitsch searched the entire moto for a line around Lange but to no avail as Lange went on to card a perfect 1-1. Michlitsch went 3-2 for second over Buyas (2-3). Scott Russell (Hon) outrode Gary Beaver (Yam) to win the Intermediates.

The 250cc Pro/Intermediate class was also a thriller, led by sensational Keller (Roseburg Hon). Keller styled out front all alone, going uncontested to the flag. Intermediates Devon Ott (Kaw), Tony Graves (Hon) and Mike Holbrook (Hon) had a swapfest going that saw Ott leading until the last lap when Graves swept past. Holbrook, Ron Robinson (Hon) and Tom Wood (Kaw) filled out the top five. John Christian Jr. put his Lynnwood Yamaha 250 into the lead in the second moto but Keller was right there to snag it away. Keller and Christian put a huge deficit on Intermediates Ott, Graves, Holbrook, Chris Leach (Yam) and Robinson. Graves again got by Ott for a 1-1 overall win over Ott's 2-2 and Holbrook (3-3).

Buyas (Kaw) led the first 125cc Pro contest and did an excellent job of running away with the moto until having problems that put Gunderson and KTM rider Grayson Hart into the lead; Gunderson went on to beat Hart for the honors. The second time out had Hart lead but he soon crashed, letting Kenny Olson (Yam) and Gunderson past. Olson and Gunderson challenged one another for the entire 10 laps with Olson coming out on top and taking the win, but the overall went to Gunderson via his 1-2 finishes. Scott Adair (Hon) took the Intermediate portion of the race by sheer consistency, going 2-3 to take top brass over Steve Nelson (Suz). Nelson won the first moto but finished a dismal fifth in the second, good for runner-up. Paul Winn (Yam) also had problems, finishing 11th in the first moto but came back to trounce the competition in moto two, keeping pace with the Pros.

Smith steals D-38 Sweetheart HS

By Diane Bell

IMPERIAL VALLEY, CA, FEB. 10

Kearney Mesa Yamaha-sponsored Marty Smith, multi-time-National champion motocrosser, dominated the second annual AMA District 38 Sweetheart's Hare Scrambles. Lee Ramage, in his first-ever desert race, turned in an amazing third overall finish and second-place 250cc class on the extremely fast course.

The 10:00 start found riders straddling their front wheels facing backwards as per the Sweetheart's directions. The banner dropped, and heading the pack to the bomb were the early leaders on IVCC Yamahas, Open class rider Tom Moen and 125cc class rider Jamie Tucker, with Smith behind and closing in.

Smith came through first at the home check, with a first-lap average speed of almost 60 miles per hour. Smith had taken the lead at the first check and had opened up a sizable margin over the now second overall Jamie Tucker. Moen had dropped to third overall with the Open class lead. San Diego Kawaski West Open class rider Leon Livingston came skidding through home check yelling to his teammate, "Gordon, I need your wheel!", after riding part of the first lap on a flat. While Livingston changed his flat, Lee Ramage passed through to take over fourth overall, second 250cc class. The Vet class was led by Uptight Husqvarna rider Brett Cushing. The first Amateur to cross home check was 250 Yamaha rider Steve Kosman. Leading the Amateur wave was Open rider Tom St Peter.

At the end of the second loop, Marty Smith had lengthened his lead to 2½ minutes — with Tucker still screaming along behind. KTM rider John Bird, last D-38 race's overall winner, had worked his way into third overall, just inches ahead of Moen and Ramage. Bruce Smith was

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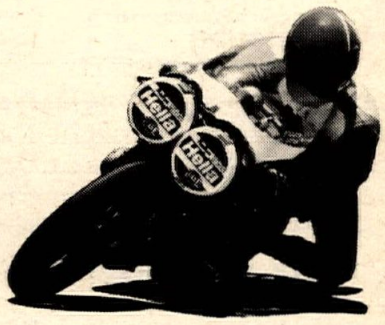

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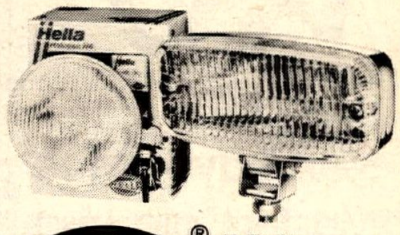

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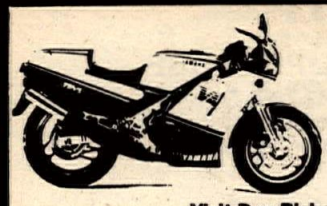

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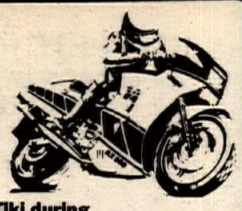

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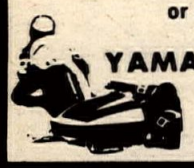

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PHOTO BY HAROLD SOENS

Marty Smith rode his YZ250 to the overall win at the D-38 Sweetheart Hare Scrambles.

moving through the pack and had taken over seventh overall, second Open class rider. Cushing and Kosman were still leading their respective classes. KTM rider Dan Morgan had settled into second 125cc, with a comfortable lead over Honda mounted Joey Lane. Pete Fogelman had moved into the Novice lead on his 250 Yamaha.

At the end of the third lap, Smith was still dominating the race. The only position changes among the leaders was Ramage recapturing second 250cc from Bird.

At the finish it was no surprise to see Marty Smith take the checkered flag for an easy win. Jamie Tucker, coming in six minutes later had slowed due to a blistered hand, but was able to maintain his incredible second overall to win the 125cc class. Lee Ramage, in his first ever desert race, turned in a third overall finish to place second in the 250cc class. John Bird and Todd Kennedy followed for third and fourth-place 250cc finishes.

Bruce Smith took the Open class win at sixth overall, after Moen had dropped out due to engine problems. Scott Hatfield took second-place Open Expert.

Brett Cushing went virtually uncontested this race for his third vet win in a row. The Senior class was won by Jack Neeley.

In the 125cc class, Dan Morgan was a distant second, taking the points lead for the year. Dan DesRosiers, another KTM rider, took third. Novice 125cc rider, John Nabors, coming from a second row start, turned in an excellent ride to beat all the 125cc Amateurs.

The first Amateur across the line was Suzuki-rider Rick Salter, who placed 12th overall.

The Good Samaritan of the Race Award goes to Morgan Malocco, who used his bike to shield downed 125cc rider Bob Bell from race traffic. Bell had crashed hard while running in the top ten.

Results

OPEN EX: 1. Bruce Smith (Yam); 2. Scott Hatfield (Yam); 3. John Marking (Yam).
OPEN AM: 1. Philip Siekierke (Yam); 2. Fred Angelo Jr. (Hus); 3. Tom St. Peter (Hus).
OPEN NOV: 1. James Jones (Yam); 2. Craig Rens (Hus); 3. Jerry Jones Jr. (Yam).
250 EX: 1. Marty Smith, 1st overall (Yam); 2. Lee Ramage; 3. John Bird (KTM).
250 AM: 1. Rick Salter (Suz); 2. Steve Kosman (Yam); 3. Ron Knater (Hon).
250 NOV: 1. Robert Copeland (Yam); 2. Mitch Thompson (Kaw); 3. Rheynard Morgan (Yam).
125 EX: 1. Jim Tucker, 2nd overall (Yam); 2. Dan Morgan (KTM); 3. Dan DesRosiers (KTM).
125 AM: 1. Robert Bird (Cag); 2. Tony Darr (Hon); 3. Tim Hoskings (Hus).
125 NOV: 1. John Nabors (Suz); 2. Henry Casillas (Suz); 3. Robert Gawrys.
VET EX: 1. Brett Cushing (Hus); 2. Pat Flanagan (Yam); 3. Bob Huff (KTM).
VET AM: 1. Bryan Benson (Hus); 2. Steve Plourd (Yam); 3. George Ryan (Hon).
VET NOV: 1. Ken Kugel (Hus); 2. Hal Drew; 3. Jim Martin (Yam).
SR EX: 1. Jack Neeley (Suz); 2. Dick Denison (Yam); 3. Paul Ziegler (Yam).
SR AM: 1. Dave Krider (KTM); 2. Ted Scott (Yam).
SR NOV: 1. John Gerritsen (Yam); 2. Rod Rogness (Kaw); 3. Joe Stidman (Hus).
SUPER SR: 1. Bob Thompson (Hus).

Fero wins CRC Candy Ass family enduro

By Bill Herndon

BARSTOW, CA, FEB. 10

John Fero and his new CR500 Honda took top honors at California Racing Club's Candy Ass family enduro, dropping only 1.77 seconds. Not only did Fero claim top individual, but he was also a member of the winning Granada Yamaha team for the Team Challenge race.

The first loop started at 24 mph and continued for four miles through easy terrain. A 20 mph special test section followed with a tiebreaker check-in, and then a check-out four miles later after weaving around Watkins Mountain. Many of the riders were surprised to see a special section so early but had to "go to work early, while I'm fresh" attitude. However, afterwards there wasn't much time to rest, since the next three mile section made its way through the "Barstow Rollers" that hid another check. Loop one ended at 36.6 miles.

Overall loop one winner was Mini A rider Brett Bainbridge — 1.100 dropped. Another Mini A rider, Mike Chamberlain rolled in second at 2.111, while Mini Dan Hapner took third and first Mini B. Dan Carson was the first big bike in at fourth overall and first Beginner. Keith Campbell took second Beginner, rounding out the top five first loopers.

Once again, the first section in the second loop was the fastest at 30 mph. The course went around the back side of Candy Ass Hill at the three-mile marker with the special test tie check at 3.5 miles. Only three riders scored a one on this section: Fero, Donnie Simmone and Randy Pretzer.

The only speed of the event that seemed a little too slow was an 18 mph section down the powerline road. It only lasted 1.2 miles, then speeds picked up to 24 mph across open desert and through Hodge and Wild Wash Roads to the finish check.

Pipes Stanfield, who won the 200cc A/Vet class said, "The number of checks and the quality of the course layout was great — the whole event was just 100% improved."

The once-a-year CRC Team Challenge race featured a dead-engine start up Candy Ass Hill. Each team was allowed a maximum of 15 riders, or a minimum of 10. The winning team is the group that has the best 10 enduro scores, combined with the 10th rider's fastest elapsed time in the MX.

The Kawasaki/Yamaha of Ventura team was the first team to finish but the Granada Yamaha team captured the overall, since they had the lowest score at 26 points. The Barbenders West team was favored to win the event, but John Owen broke his collarbone before the three-mile marker. Barbender West took second overall, nonetheless, while the Kawasaki/Yamaha of Ventura team finished third. Barbenders East took fourth ahead of the "A" Team. ●

Results

John Fero (Hon); 2. Randy Pretzer (Yam); 2. Donnie Simmone (Kaw); 4. Mark Kariya (Yam); 5. Jim Bollingmo (Yam); 6. Gregg Lusher (Yam); 7. Tracy Lewis (Hon); 8. Jack Labrum (Yam); 9. Phil Williams (Kaw); 10. Mark Anderson (Yam); 11. Billy Throckmorton (Kaw); 12. Tony Casaga (Yam); 13. Bob Keirns (Yam); 14. Bob Smithjohnson (Yam); 15. Everett Angle (Hon); 16. Pipes Stanfield (Yam); 17. John Bainbridge (Yam); 18. Frank Underlin (Hus); 19. Lowell Spiva (Hon); 20. Joe Wilson (Yam).

CLUB CHALLENGE EVENT: 1. Granada Yamaha/Odds 'N Ends; 2. Barbenders West M/C; 3. Kawasaki/Yamaha of Ventura; 4. Barbenders East; 5. "A" Team; 6. Westsiders; 7. Barbenders Team Fun.

RESULTS

D-37 Final Point Standings Desert Div. I

D. Paiement	3690
C. Barney	3080
J. Rudder	2630
E. Pierce	2600
B. Howell	2400
J. Blakeney	2330
E. Ogden	2320
P. Krause	2220
K. Hansing	2030
S. Webb	1800
D. Chase	1710
C. Crandall	1700
S. Stearns	1560
D. Wasden	1510
P. Gorgone	1445
D. Pettigrew	1370
M. Horne	1340
A. Mathews	1140
K. Miles	1140
J. Fulton	1120
T. Voss	1050
A. Queiros	1039
D. Torgerson	1015
L. Lawrence	985
K. Parry	980
T. Bradshaw	975
D. Dalton	965
D. Covington	885
J. Carich	880
R. Hundtoft	860
D. Kennedy	885
H. Persinger	750
D. Duke	740
M. Gorgone	730
M. Burke	710
D. Childs	700
D. Ashcraft	660
R. Conway	645
D. Nuckles	635
J. Fowler	605
L. Schweikart	575
S. Harman	570
R. Roeseler	570
A. Grant	560
T. Swafford	555
B. Shaner	540
D. Conner	540
D. Hopkins	535
M. Zoller	530
G. Winters	490
K. Spies	490
F. Westrum	480
J. Barber	470
D. Taylor	470
R. Reese	455
P. Christensen	450
D. Olson	445
M. Sixberry	450
B. Smith	445
A. Harrison	410
R. Gilbeau	395
A. Smith	385
C. Givant	380
T. Megla	380
D. Mertz	375
K. Gauthier	370
A. Cossio	355
K. Hodgdon	350
R. Pike	345
D. Chumney	335
T. Alkire	330
K. Park	320
E. Halgath	310
B. Shedd	305
C. Warner	301
D. Sharp	300
M. Spano	300
M. Fitzgerald	300
R. Cobb	295
C. Wilmoth	295
K. Carpenter	290
V. Schmid	290
S. Parry	280
J. Dranow	270
W. Cotton	265
P. Bluth	260
P. Palmer	250
R. Kuebler	244
T. Clark	240
T. McNabb	235
B. Jiblits	225
J. Doler	225
R. Heatherington Jr.	220
G. Zweifel	215
K. Whitlock	210
J. Partain	210
J. Zoller	200
N. Christman	200
J. Peterson	200
M. Illardo	200
D. Smith	200
S. McQuerry	190
K. Rapp	185
J. Nesmith	180
L. Brand	180
C. Lamson	178
A. Klein	170
T. Tobin	170
K. Young	165
W. Dooley	165
R. Christie	165
L. Hall	160
J. Avels	160
C. Powell	150
B. Henson	150
J. Horwath	143
C. Fuentas	145
J. Lockhard	140
C. Boeson	125
J. Vanderlans	125
K. Hale	123
G. Hengeveld	120
S. Sprangle	120
O. Rathlein	110
M. Torgerson	110
R. Buckendorf	110
S. Mahn	110
T. Johnson	110
G. Covington	110
S. Robertson	110
M. Pennington	110
P. Baker	110
K. Olen	110
C. Boeson	110
J. McCormick	100
B. Becker	100

CRC Gran Prix Final Point Standings 1984

MINI	
Jeffery Neal	510
Jerry DeBaca	295
David Ondas	285
Jeff Barbacovi	220
Troy Roseboom	165
Alvin Matthews	70
Ron O'Byrne	50
40+ SR VET	
Ned Joy	1245
Chuck Woody	1060
David Neal	995
Bill Baxter	855
Jim Ingersoll	500
John Landry	410
Robert Dahlgren	300
Jack Allen	230
Pat Dale	230
Bill Johnson	200
30+ VET	
Bill Millar	980
Robert Mennell	865
Mike Ferro	695
Jim Dawson	690
Larry Lariviere	615
Paul Ondas	473
Daniel Kaskus	470
Mark Cook	440
John Burkey	390
Robert Cooke	385
100-200	
Jason Ingersoll	870
Mark Maxwell	695
Leland Ayers	625
Mark Burns	585
Duane Summers	330
Troy Welty	330
Eddie Metro	315
Scott Murphy	300
Tony Seckman	250
Jeff Larsen	220
250	
Brad McLeod	1320
Everret Neal	865
Ray Guilbean	660
Richard Kent	580
Doug Funderburg	570
Richard Arnold	550
Bart Minvtella	495
John Shaw	450
Craig Allen	425
Carlos Fuentes	315
500	
Greg Kammerman	1125
John A. Ferro	1085
Jeffrey Clausen	725
Mike Ferro	625
Ricky Diskin	572
Bill Phillips	515
Eric Selder	425
Jim Lichlyter	395
Terry Woody	345
Greg Griffin	325

D-36/Hi Point Golden State Enduro Series Year End Point Standings

DESERT HVYWEIGHT	
Dan Smith	3610
Chuck Pettigrew	3110
Chris Crandall	3100
Mike Alexander	2980
Dan Ashcraft	2680
Ken Oviatt	2470
Chuck Stearns	2325
Ted Hunnicutt Jr.	2240
George Scott Jr.	2200
Craig Rimlinger	2145
Ron Shuler	1980
Brent Johnson	1975
Randy Morales	1860
Phil Cloward	1690
Rick Guertin	1685
Steve Zollinger	1650
Mike Sipe	1525
Rodger McCabe	1480
Don Cowgill	1468
Brett Gailey	1340
Jack Trotter	1310
Mike Johnson	1297
Steven Liebzeit	1295
Steven Garner	1069
Alfred Cunningham	1014
Tim Johnson	995
Lewis Wright	987
Mike Holmes	960
Mike Ryan	950
Cory Bonham	930
Robert Wethern	928
Doug Broaddus	925
Tim Weichers	895
Russ Warne	804
Alex Long	800
Ron Malm	785
Alan Skiles	760
Dave Miller	752
Jeff Loftman	750
Nick Young	715
Tom Willis	680
Scott Webster	670
Chuck Miller	640
Steve Gildea	585
Kenny Parry	580
Jeff Bennington	570
Mike Mulconery	565
Kevin Hopkins	545
Doug Clark	540
Jeffery Maas	538
Bob Bauman	530
John Tobin	525
Cory Timms	510
Jim Bryant	490
Kenny Upp	480
Greg Card	475
Thomas Dwayne Clark	470
Donny Aria	450
Carl Pole	450
Dan Olson	450
Marc Kibbe	444
Steve Otis	443
Jamie Haas	430
Dale Linek	430
Edward Larosche Jr.	425
Bret Callicott	423
Paul Krause	420
Jodie Partain	410
Verlin VanZee	400
John Karell	395
Timothy Turner	385
Joseph Jesseph	380
John Reed	380
Tony Perry	375
Tom Marshall	372
Randy Armstrong	345
Mike Boling	342
Kirk Heintz	335
Lon Brand	330
Glenn Tamura	325
Mike McDonald	320
D. Wayne Nuse	315
Kenneth Dickson	305
Dan Klohr	300
Fred Frenzel	300
Bill Kelly	298
Alan Smith	286
Ron Neill	282
Rodney Smith	280
Brian Harris	275
Rudy Abele	275
Mark Moullet	275
Michael Guzman	260
Dave Stevens	255
Woody Lindsay	250
Ken Hayden	235
Chris Hart	226
David Wilton	225
Kevin Larson	225
Tony Epperson	220
Bob Zahnow	220
Murray Kapko	220
Jeff Bochohillon	220
James Rapp	215
Jim Brooks	215
Brian Kieffer	214
Gabe McNeese	210
Larry Froelich	210
Bob Rapp	209
Jim Clark	200
Bill Evans	200
David Garner	192
Bob Franco	190
Jonathan Rowin	188
John Tompkins	182
Kenneth Rapp	180
James Fowler	170
Eric Hooper	170
Norman Beatty	165
Jeff Newman	161
Jeff Greene	160
Dan Devlin	160
Martin Placencia	160
Jesse Anders	156
Denny Paul	145
Jim Branam	139
Troy Carson	135
Lynn Watkins	135
Ty Caraway	131
Tom Martin	130
Robert Charters	130
Bill McInnes	125
Paul Garcia	125
Peter Miller	124
Henry Sorcelli	121
Steve Krasch	120
Pancho Spain	120
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CMC
SANCTIONED

CYCLE PARK
DE ANZA

1st SUNDAY OF EVERY MONTH

STARTING
MARCH 3RD

ENTRY FEE —
$12.00 SPTSMAN 30% TROPHIES
$15.00 PROS

Gates Open - 7am
Sign Up - 7:30-8:30am
Practice - 8-9am
First Race - 9:30am

PRO POINTS RACE

ALL NEW TRACK

HUNGRY VALLEY
GORMAN, CA.

Gorman is the top of the ridge route between L.A. and Bakersfield. I-5 to Gorman (Hungry Valley SVRA Park) then follow the state signs to the gate. Then follow the CMC signs to the track.

SUNDAY
MOTO-CROSS

STARTING
MARCH 31ST
APRIL 7 & 14

ENTRY FEE —
$12.00 SPTSMN 30% TROPHIES
$15.00 PROS
GATE FEE — $5.00

Gates Open - 7am
Sign Up - 7:30-8:30am
Practice - 8-9am
First Race - 9:30am

CMC LICENSE REQUIRED - MAY BE PURCHASED AT TRACK
P.O. Box 1858, Costa Mesa, CA 92626 (714) 261-6116

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PRESENTS THE 1ST ANNUAL
SCOTT USA

TRI-STATE

MARCH 16 & 17
Canyon Raceway Park
Phoenix, Arizona

APRIL 6 & 7
Sunrise Park
Adelanto, California

MARCH 23 & 24
Las Vegas MX Park
Las Vegas, Nevada

GREAT NEW MX SERIES

AMA PROFESSIONAL SANCTIONED
NMA AMATEUR SANCTIONED

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$15,000.00 CASH

EACH EVENT WILL HAVE A $5.000 PURSE FOR PROS,
Plus an extra $1500.00 Bonus at the Final Event.
ALL AMATEURS RACE SATURDAYS ALL PROS & MINI EXPERTS RACE SUNDAYS

30% CHAMPIONSHIP TROPHIES
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calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1985 Tentative Camel Pro Series Schedule

3/8	Daytona Beach, FL
3/30	Gardena, CA
4/13	Sacramento, CA
5/4-5	San Jose, CA
5/11	Gardena, CA
5/18-19	Sonoma, CA
5/26	Springfield, IL
6/1	Louisville, KY
6/7-9	Elkhart Lake, WI
6/9	TBA
6/15-16	Loudon, NH
6/21	Hinsdale, IL
6/22-23	Pocono, PA
6/29	Lima, OH
7/13-14	Monterey, CA
7/27	Du Quoin, IL
8/3-4	Lexington, OH
8/11	Peoria, IL
8/24-25	Indianapolis, IN
8/31-9/1	Brainerd, MN
9/1	Springfield, IL
9/8	Syracuse, NY
9/15	San Jose, CA
9/21	Gardena, CA
9/29	Sacramento, CA

ALL DATES ARE TENTATIVE

1985 AMA National MX Schedule

3/3	Gainesville, FL
3/31	Sacramento, CA
5/26	Mt. Morris, PA
6/2	Atlanta, GA
6/16	Denver, CO
6/23	Los Angeles, CA
7/7	Buchanan, MI
7/28	Binghampton, NY
8/11	Millville, MN
8/18	Washougal, WA

1985 AMA Superbike/ Pro-Am RR C'ship Series

3/10	Daytona Beach, FL
*4/27-28	Willow Springs, CA
5/18	Sears Point, CA
6/8	Elkhart Lake, WI
6/15	Loudon, NH
6/22	Pocono, PA
7/13	Monterey, CA
8/3	Lexington, OH
*8/17-18	Portland, OR
*8/25-26	Sonoma, CA
8/31	Brainerd, MN
*10/19-20	Daytona Beach, FL

*Pro Am Event

1985 AMA Supercross Schedule

4/13-14	Pontiac, MI
4/20	Houston, TX
4/27	Dallas, TX
5/4	Orlando, FL
5/18	Pasadena, CA
6/8	Chicago, IL

1985 AMA National Enduro Championship Schedule

4/21	Pozo, CA
5/5	Traverse City, MI
5/12	Roselawn, IN
5/26	Tilamook, OR
6/2	Klamath, CA
8/11	Speedsville, NY
8/18	Moorestown, MI
9/15	Lynnville, IN
10/20	McArthur, OH
10/27	Bear, DE

1985 AMA National Hare Scrambles Series Schedule

3/3	Lake Wales, FL
3/17	Olympia, WA
3/24	Cadiz, KY
4/14	Redding, CA
4/28	Hurricane Mills, TN
5/19	Bruceton Mills, WV
6/16	Hailey, ID
6/30	St. Johns, PA
9/1	Millville, MN
10/13	Sugar Grove, OH

AMA/NATC National Observed Trials C'ship Series

4/13	Muenster, TX
4/14	Sand Springs, OK
5/25	Wichester, TN
5/27	Pigeon Forge, TN
6/1	East Greenwich, RI
6/2*	East Greenwich, RI
8/24-25	Donner Pass, CA
8/31	Butte/Bozeman, MT
9/2	Salt Lake City, UT

*FIM World Championship Round

AMA/Dragbike! National C'ship Series

3/2-3	Miami/Hollywood, FL
3/30-31	Atlanta, GA
4/20-21	Bradenton, FL
4/27-28	Sacramento, CA
5/4-5*	Roxborough, NC
5/18-19	Palmdale, CA
5/25-26	La Rue, OH
6/1-2	St. Louis, MO
6/15	Rising Sun, MD
6/21-23*	Long Pond, PA
6/22-23	Union Grove, WI
6/29-30	Fremont, CA
7/13-14	Medford, OR
7/13-14	Cedar Falls, IA
7/21	Kent, WA
7/20-21*	Syracuse, NY
7/27-28	Columbus, OH
8/3-4	Union Grove, WI
8/7-9	Sturgis, SD
8/17-18	Redding, PA
8/25*	Carlsbad, CA
9/2	Brainerd, MN
9/8	Byron, IL
9/14-15	Lancaster, NY
9/28-29*	Prescott, AR
10/6-7	Fremont, CA
10/13-14	Palmdale, CA
10/21	West Palm Beach, FL
10/27-28*	Atmore, AL
11/2-3	Houston, TX
11/16-17**	Gainsville, FL
11/30-12/1	Phoenix, AZ

*⅛-mile track
**National C'ship Finals

National Drag Racing Championships NMRA/NHRA

*3/16-17	Gainesville, FL
*5/25-26	Baton Rouge, LA
6/1-2	Warner Robbins, GA
6/22-23	East Haddam, CT
7/TBA	Columbus, OH
*7/13-14	Englishtown, NJ
*8/31-9/2	Indianapolis, IN
10/5-6	Atco, NJ
*10/19-20	Pomona, CA

*Pro Stock Only

National Drag Racing Championships IDBA

4/13-14	Gulfport, MS
5/18-19	Louisville, KY
6/15-16	Cincinnati, OH
7/13-14	TBA
8/10-11	Norwalk, OH
9/14-15	TBA
10/12-13	Gulfport, MS

1985 SCORE/ HDRA Off-Road Series

3/29-31	Lucerne Valley, CA
6/7-9	Baja Internacional
8/16-18	Riverside, CA
11/8-10	Baja 1000
12/6-8	Frontier 500

WERA National Endurance Series (RR)

4/13	Indianapolis, IN (6 hr)
5/25	W. St. Louis, IL (5 hr)
6/1	Summit Point, WV (8 hr)
6/15	Long Pond, PA (8 hr)
6/22	Pueblo, CO (6 hr)
7/13	Loudon, NH (6 hr)
8/3-4	Nelson Ledges, OH (24 hr)
8/17	Braselton, GA (8 hr)
8/24	Beloit, IL (6 hr)
9/7-8	Rosamond, CA (24 hr)
9/14	Faulkville, GA (6 hr)
10/5	College Station, TX (8 hr)
11/16	Braselton, GA (6 hr)

WERA Road Race Schedule Series

3/23-24	TBA, TX
4/6-7	Roswell,NM
4/20-21	TBA, TX
5/18-19	TBA, TX
6/22-23	TBA, TX
7/20-21	TBA, TX
8/17-18	TBA, TX
9/14-15	TBA, TX
10/5-6	College Station, TX
10/26-27	TBA, TX

AMA Amateur/ Youth MX National Finals

8/13-17	Hurricane Mills, TN

CMC Four-Stroke C'ships

5/5	Carlsbad, CA
9/1	Perris, CA

CMC Four-Stroke Nationals

12/1	Carlsbad, CA

FIM World C'ship Road Race Series

3/23	South Africa
5/5	Spain
5/19	West Germany
5/26	Italy
6/2	Austria
6/16	Yugoslavia
6/29	Holland
7/7	Belgium
7/21	France
8/4	England
8/10-11	Sweden
9/1	San Marino

World C'ship Endurance Road Race Series

6/9	Italy
6/23	Austria
7/28	Japan
8/17-18	Belgium
9/7-8	West Germany
9/14-15	France

World C'ship TT Road Race Series

6/1-7	Isle of Man
6/29	Holland
7/7	Portugal
7/13-14	Spain
8/17	Northern Ireland
9/1	Belgium
9/28-29	West Germany

World C'ship Motocross Series

125cc

4/4	Holland
4/14	Italy
4/28	Belgium
6/2	France
6/9	Yugoslavia
6/16	Czechoslovakia
6/30	San Marino
7/7	Holland
7/14	Finland
7/28	Portugal
8/18	Argentina
8/25	Brazil

250cc

3/9	South Africa
4/14	Switzerland
4/21	Austria
5/5	Italy
5/12	Belgium
5/19	Czechoslovakia
6/16	France
6/23	Spain
7/14	UNADILLA, NY
7/21	Holland
8/4	Soviet Union
8/11	West Germany

500cc

4/14	Austria
4/21	France

5/5	Sweden
5/12	Finland
6/2	Italy
6/9	Spain
6/16	Holland
6/30	CARLSBAD, CA
7/14	England
8/4	Belgium
8/11	Luxemburg
8/25	Switzerland

Sidecar

3/31	West Germany
4/14	France
4/28	England
5/5	Finland
5/12	Sweden
5/19	Holland
6/2	Switzerland
6/23	Belgium
8/18	Austria
9/15	Italy

World C'ship Trials Series

3/23	Northern Ireland
4/14	France
6/2	EAST GREENWICH, RI
6/16	Austria
6/23	Poland
8/25	Finland
8/31	Sweden
9/8	Switzerland
9/15	West Germany

Other Major FIM Events

3/2-3	Team Ice Racing World C'ship Inzell, West Germany
3/9-10	Indiv. Ice Racing World C'ship Assen, Holland
6/15	Pairs Speedway C'ship Finals Rybnik, Poland
8/10	Team Speedway C'ship Finals LONG BEACH, CA
8/31	Indiv. Spdwy. C'ship Finals Bradford, England
9/8	Motocross des Nations Gaildorf, West Germany
9/15	Indiv. Long Track C'ship Finals Korskro, Denmark
9/29	Trial des Nations Canzo, Italy
9/30-10/6	ISDE La Molina, Spain

NMA Grand National Final

8/4-11	Ponca City, OK

1985 AFM Tentative Road Race Schedule

3/24	Rosamond, CA
3/30-31	Sonoma, CA
4/14	Rosamond, CA
4/21	Sonoma, CA
5/12	Sonoma, CA
5/26	Rosamond, CA
6/8-9	Sonoma, CA
6/30	Rosamond, CA
7/7	Sonoma, CA
7/28	Rosamond, CA
7/28-29	Sonoma, CA
*8/24-25	Sonoma, CA
8/18	Rosamond, CA
9/22	Rosamond, CA
10/6	Sonoma, CA
10/20	Rosamond, CA
10/27	Sonoma, CA
11/22	Rosamond, CA

*Pro-Am Event

1985 ARRA Road Racing Schedule

3/2-3	Rosamond, CA
4/6-7	Rosamond, CA
5/4-5	Rosamond, CA
6/1-2	Rosamond, CA
7/4(6-hour)	Rosamond, CA
7/6	Rosamond, CA
8/3-4	Rosamond, CA
8/31-9/1	Rosamond, CA
10/5-6	Rosamond, CA
11/2-3	Rosamond, CA
11/30-12/1	Rosamond, CA

Kerker Superbike Series and Honda 500cc Interceptor Series Road Races

3/24	Rosamond, CA
4/14	Rosamond, CA
5/26	Rosamond, CA
6/30	Rosamond, CA
7/28	Rosamond, CA
8/18	Rosamond, CA
9/22	Rosamond, CA
10/20	Rosamond, CA

1985 Hi-Point Golden State Enduro Series

3/3	Coyote Derby Enduro (D-37)
4/21	Hi Mountain Enduro (D-37)
4/28	Polecat Enduro (D-36)
5/19	Fool's Gold Enduro (D-36)
11/2-3	CEA Enduro (D-37)

February 27

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. gates open 5 pm, races 7. Info 415/651-2545.

March 1

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy. E. from LA/Orange County to Pierce off-ramp. Rt. on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn, 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Dialbo and Vasco Rds., turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. New night and track. Entry $15, $20 Pros. Info Tom Anderson. 415/634-3328.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Stpsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

MEXICO GRAN PRIX
Entries open today, race will be April 21 with $1000 going to overall winner. For more info call 714/898-4557 or 213/428-4971.

March 2

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

AMRA CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% [illegible] b. Gate opens 7 am, prac 8, [illegible]:30. Entry $15 Sptsmn, [illegible]. No memb. reqd, all cards welcome. Info 805/257-4700 or 818/989-5918. CALL FOR INFO

AMA/D-38 AWARDS BANQUET
Catamaran, 399 Mission Blvd., San Diego, CA. Tickets $18 each. NO TICKETS AT THE DOOR. TICKETS GO ON SALE 2/24. For more info 619/427-5759.

IDAHO SUPERCROSS
Mtn. Home, ID. The Optimist Park, follow signs in town. All classes. Trophs, 90% Exp. pb. Race will be Sat. afternoon with lights late in evening. Gates open 2 pm, prac 4. Entry $10 Beg., $15 Int., $20 Exp. Mtn. Home Optimist Club. Info 208/587-5106.

March 1-3

TEXAS WORLD OF WHEELS
Killen Exhibition Hall, Killen, TX. 3rd annual World of Wheels. Info 512/834-8459.

CORVA CALIFORNIA ORV SHOW
Roadway Inn, 818 Real Road, Bakersfield, CA. Trophs awarded Sat. night. $15 per entry. Must enter by 2/25/85. Info 818/963-6361 or 331-5170.

March 2-3

AMA/D-36 CALIFORNIA SHORT TRACK
Hills Ferry Speedway, Hills Ferry Rd. and River Rd., Newman, CA. All classes. Sat prac 4 pm-5:30, race 6. Sun prac noon-1 pm, race 1:30. Entry $15, pit and general admission $5. Info 408/463-0548.

CALIFORNIA GRAN PRIX
Riverside Raceway, Riverside, CA. All classes includ. ATV. 10% trophs. No play bikes. Gate includes O/N free parking. No practice, 100 mile races. Gate fee $6. Pre entry $27 includes gate. $40 post, $50 if less than 2 hours before race. Pre entry closes 2/16. Viewfinders. Info 213/256-8578.

March 3

CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. All classes. Gates open 6:30 am, prac 8, race 9. Entry $15 Sptsmn, $20 Pro, 100% Pro pb. $5 gate fee. Info 209/945-2111.

TEXAS MOTOCROSS
Oak Hill MX, Alvord, TX. Race #1302. Start time 9:30 am. Info 817/265-9596.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Take Vasco Rd. from Hwy 580 north to corner of Camino Diablo and turn right. First ranch on the right. All classes. 30% trophs, Pro pb 100%. Sand track prepared every race. Gate opens 6:30 am, prac 8:30, race 9:00. Entry $15, Pros plus $5. $5 to watch. Info 415/634-3328.

CMC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes, 30% trophs. Gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro ($10 to pb). Info 714/261-6116.

AMA/D-37 CALIFORNIA ENDURO
Marked from Red Mountain, CA. All D-37 classes. Trophs or gift certificates. Finisher hats. 3 30 mile loops, C's two loops, A & B 3. Drawing 2/11 corner of Valley View and Lincoln in Buena Park. 8 pm, Me N Eds Pizza. 8 am start. Entry $20 head of household, $17 other family members. Chaparrals M/C. Info 714/998-5836.

CALIFORNIA SPEEDWAY
Inland M/C Speedway, National Orange Fairgrounds, San Bernardino, CA. 10 Frwy east off at Orange Show Road. $10,500 total for 3 race series. $3500 at IMS. Rain date March 10. Tickets available at the gate. Adults $8, kids $4. No reserved seating. Gates open 12:30 pm, first race 2 pm. Info 818/446-0969.

CMC CALIFORNIA MOTOCROSS
Marysville, CA. Under the Hwy 70 "E" Street Bridge. Go over levee on Shad Rd., one block west of Honda of Marysville. All classes includ. OT, Vet, Mini, 3-wheel. Prac 7:30 am, race 9:30. Entry $15 Sptsmn, $5 Pro plus $15 to purse. $4 watch. Info 916/695-2727 Charlie Sexton.

OREGON MONEYCROSS
Sunny Valley, fifteen miles north of Grants Pass, OR. All classes includ. 3-wheel and Ody. Purse goes from $200 to $500. Gates open 8 am, prac 9, race 11. Entry $8 pre, $18 post for trophy class, $25 pre, $35 post for money class. Admission $4. Info 503/479-7848 or 479-4533.

CALIFORNIA VINTAGE ROAD RACE
Sears Point Raceway, Sonoma, CA. 0-250, 350, 500 and 650 cc classes. 1965 cut-off with exceptions. Must hold valid RR license. Gates open 7 am, prac 9:30. Check with AFM for entry fees. Info 415/829-6091.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan takes you to track. All classes. 33% trophs to Sptsmn, cash to Pros. 30 min. motos. Gate opens 7 am, prac 8, race 9. Memb. reqd. Info 714/831-3482.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

CRC CALIFORNIA MX
Perris Raceway, Perris, CA. All classes. Brass for Sptsmn., cash for Pros. Two long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $13 Sptsmn., $15 Pro. Memb. req'd. Info 213/830-7519.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $20. Info 619/565-2406 (Les).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4

HARLEY-DAVIDSON

MOTORCYCLE DEALERSHIP OPPORTUNITIES

LET'S TALK DURING BIKE WEEK IN DAYTONA

Harley-Davidson now has dealership opportunities available in select market areas throughout the country. Minimum working capital beginning at $40,000 is necessary for a new business. Lesser investments may be possible for existing businesses.

If you're interested in learning about these dealership opportunities, we'd like to meet with you informally to talk about our sales and profit projections, company programs, etc., and answer your questions. We know you'll find Harley-Davidson extremely supportive of its dealership network.

Find out more about this challenging and rewarding business venture by meeting with our Dealer Placement Representative, Barbara Rogers, who will be available Wednesday, March 6, through Friday, March 8, from 9:00 a.m. to 4:00 p.m. at the Holiday Inn Surfside, 2700 North Atlantic Avenue, Daytona Beach, Florida. Look for our sign in the hotel lobby.

If you are unable to meet with our representative, please contact: Dealer Placement Department, Harley-Davidson Motor Co., Inc., P.O. Box 653, Milwaukee, Wisconsin 53201. Telephone: (414) 342-4680.

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HILLTOPPERS
ROSARITO BEACH 100
GRAN PRIX
BAJA CALIF., MEXICO

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ADDRESS: ______ PHONE: (____) ______
CITY: ______ STATE: ______ ZIP: ______ MAKE OF CYCLE: ______
ENGINE SIZE: ______ CC ENGINE NUMBER: ______ CLUB OR SPONSOR: ______ SRA NO.: ______

For Offical Use Only!
G.P. number

Riding Class - CHECK BOX(ES)		Bike Size - CHECK ONE
☐ EXPERT	☐ ATC	☐ 0-80
☐ AMATEUR	☐ ODYSSEY	☐ 81-200
☐ NOVICE	☐ WOMEN	☐ 201-250
☐ BEGINNER	☐ VETERAN (+30)	☐ 251-OPEN
☐ UNCLASSIFIED	☐ SENIOR (+40)	

Please Check One and Fill Out
☐ $25.00 ENTRY (You must purchase $6.00 Mexican Race Liability Insurance at Sign-up.)
✱☐ $40.00 ENTRY } ENTRY INCLUDES INSURANCE PACKAGE (Complete info. below if obtaining Insurance Package)
YEAR & MAKE OF VEHICLE: ______ YEAR MAKE
LICENSE PLATE No.: ______ VEHICLE TRAILER

RACING IS A DANGEROUS SPORT

The undersigned entrant, by affixing his/her signature below, acknowledges that he/she assumes the risk of any loss from injury or property damage to himself/herself or to others, due to his/her participation in this race and he/she herewith specifically holds harmless the HILLTOPPERS M.C., S.R.A., and their respective officials from any said loss. If entrant is under 18, his/her parent or guardian must sign this entry, acknowledging consent to the terms of entry. It is understood and agreed that if he/she is injured from whatever cause during the racing event covered by this entry, he/she herewith consents to any authorized first aid and ambulance service as provided by the HILLTOPPERS M.C. and/or S.R.A. and further holds all parties harmless from any consequences of such aid. He/She agrees to conform to and comply with the rules governing this contest.

SIGNATURE OF ENTRANT ______ IF UNDER 18, SIGNATURE OF PARENT OR GUARDIAN ______
DATE: ______ DATE: ______

CRC
FAMILY ENDURO
MARCH 10, 1985

RAND ● 8 a.m. START ● 2 LOOPS
20% Trophies ● CRC Points

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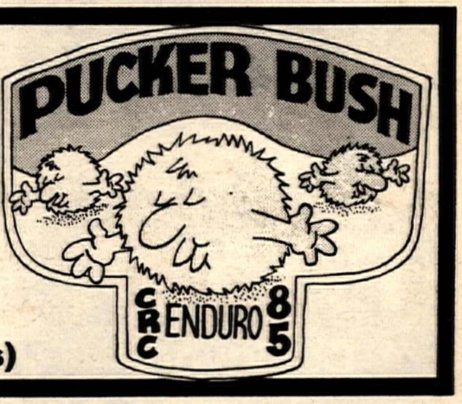
INFO: (714) 689-6114 (days)



CORONA RACEWAY R.A.C.E. Schedule

Fri.	Mar. 1	Motocross
Sat.	Mar. 2	3-Whlrs, Odys
Fri.	Mar. 8	Motocross
Sat.	Mar. 9	FT, ½ mi, ¼ mi
Fri.	Mar. 15	Motocross

CRC RACE SCHEDULE
ATV Classes At All Events

Mar. 3 — MOTOCROSS Perris Raceway
Mar. 10 — MOTOCROSS Corona Raceway
Mar. 17 — Magic Mtn. G.P. Hungry Valley
Mar. 24 — MOTOCROSS De Anza

(213) 830-7519

Husqvarna Factory Tech Seminar
Get the Final Word on the Final Step Up.

Factory Reps

Scot Harden — Greg Torgerson
Dan Smith — Brett Howell
Dan Ashcraft — Dave Chase
Larry Roeseler

Husqvarna

MasterCard VISA

Wednesday, March 6th 6-9 p.m.
Kern Cycle Parts, 2030 L. St., Bakersfield, CA 93301
(805) 322-7878, UPS Service Daily

M/C TIREWORKS FEBRUARY SALE

BRIDGESTONE

350-21		$9.95
410-18	M22	$38.95
400-18	M22	$39.95
510-18	M22	$42.95
300-21	M23	$32.95

TERA FLEX

510-17		$59.95
6/28-17		$66.95
510-18		$59.95
6/28-18		$66.95

CHENG SHIN

530-17	C755	$32.95
560-17	C760	$33.95
410-18	C755	$25.95
460-18	C755	$29.95
530-18	C755	$31.95
560-18	C760	$35.95
300-21	C755	$22.95
325-21	C760	$24.95

BARUM

140/90-17	$35.95
425-18	$32.95
475-18	$34.95
300-21	$25.95

SALE GOOD WITH AD ONLY. SALE ENDS WITH PUBLICATION OF NEXT ISSUE

San Fernando Valley
9025 Sepulveda
Sepulveda, CA
(818) 893-7806

Torrance-South Bay
26023 S. Western
Lomita, CA
(213) 539-4150

PERFORMANCE UNDER PRESSURE

NEO SYNTHETIC OIL

- T-2 2cycle oil 100:1
- T-2 MX 2cycle oil 50:1
- G-1050 motor & gear (4cycle)
- shock & fork oil
- Z-12 grease
- 1:11 chain lube
- R-30 & R-20 2cycle gear oil

NEO OIL CO.
2865 Gundry Avenue
Long Beach, CA 90806
(213) 595-7208

—DEALER INQUIRIES INVITED—
SEND FOR FREE LITERATURE

SALE * SALE
Husqvarna — KTM Suzuki

'84 Husky 250 CR	$1,895.
'83 Husky 125 XC	$1,095.
'84 Husky 125 XC	$1,800.
'84 Husky 125 CR	$1,850.
'84 Husky 250 WR	$2,450.
'84 Husky 500 WR	$2,700.
'85 Huskys All Models	SAVE!
'85 KTMs All Models	SAVE!

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Costa Mesa, CA 92627
(714) 642-2040

gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov. sign up 7 a.m., prac. 8, race 9; Int/Ex. sign up noon, race 1:30. Gate $5 adult, under 8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

LAS VEGAS MOTOCROSS
Las Vegas Motocross Park, two miles south of Railroad Pass on Searchlight Highway. All classes. Gates open 6:30 am, prac 8, race 9:30. Entry $20 Pro, $15 Sptsmn, $5 admission, $2 pit pass. Info 702/564-0737.

March 6

CMC NIGHT MOTOCROSS
Baylands Raceway, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

March 8

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy. E. from LA/Orange County to Pierce off-ramp. Rt. on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn, 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Dialbo and Vasco Rds., turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. New night and track. Entry $15, $20 Pros. Info Tom Anderson. 415/634-3328.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

CALIFORNIA SPEEDWAY
Imperial, CA. California Mid-Winter Fairgrounds. 120 So. east of San Diego off I-8. 1st and 2nd division $3000 purse. 3rd annual Denny Pyeatt Memorial. Top American riders Kelly Moran and Alan Christian. Pit open 6 pm, stands 6:30. Pre entry only. Info 619/355-1181.

March 9

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. racing starts 3 pm. $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

DAYTONA CHOPPER SHOW
On the Boardwalk, Daytona Beach, FL. Starts 10 am. Register at The Rat's Hole, 801 Main St. or 2 South Atlantic or 1100 Main St., Daytona Beach, FL. For info write to above address.

March 9-10

CALIFORNIA OT WINTERNATIONALS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy 60 to Theodore exit. OT, OTHG, support, vintage classes. 40% trophs, 100% minis plus contingencies. Free overnight camping. Sign-up 6 am, race 7:30. Entry $20 for 2 days, $10 for 1. Vintage race is free. Gate fee $7 for racer. OTMX. Info 213/699-2869 or 945-3742.

March 10

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
Burleson MX Park, south of Ft. Worth TX on I-35 S. from Ft. Worth to Hardgrove lane, east 2 miles, turn right immediately past bridge. All classes. Trophs thru 6th, $800 purse paid per moto and overall with 10 rider minimum. $100 if 15 riders (No Open Exp.). No pit riding or late practice. Gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. gate $5, under 10, over 60 free. Entry $10 Sptsmn, $15 Exp. Info 817/295-8908 or 295-1760.

CRC CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to magnolia, rt on Magnolia to Buchana, rt on Buchana takes you to track. All classes. Brass for Sptsmn, cash for Pros. Two long motos. Gate 7 am, prac 8, race 9:30. Entry $13 Sptsmn, 415 Pro. Memb Reqd. Info 213/830-7519.

WASHINGTON MOTOCROSS
Mabton Dunes, 3 miles west of Mabton, WA on Hwy 22. All classes. 30% trophs, 100% Pro pb. Track is wide and sandy.. Gate 7 am, prac 9-10, race 10:30. Entry $10, $20 Pro. Info 509/837-4438 or 837-3595.

CRC CALIFORNIA ENDURO
Rand Area, Randsburg, CA. All classes includ Beg. and ATV. 20% trophs and finisher pins. CRC pts. 2 loops. 8 am start. Mail entry $20, post $23. Non CRC memb. add $5. Info 714/689-6114.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd at end of Old Oregon Trail, at Redding Airport. All Sptsmn classes. Seperate 3-wheeler track. Minis and Sptsmn trophies, 100% Pro pb. Open 6:30 am, prac 8, race 9. Entry $11, $16 Pro. $4 gate. 6-12 $1. Food, overnight parking, parts in pits. Info call 916/243-6019.

CALIFORNIA HARE AND HOUND
Red Mountain Area, 395 Hwy, two miles north of Searless Station Rd., CA. All classes includ. ATC. Two 45 miles loops. $16 entry. Huntington Beach M/C. Info 714/968-8856 or 621-5682.

CALIFORNIA MOTOCROSS
Laguna Seca Recreation area, Hwy 68, Monterey/Salinas Hwy. Mini to 500cc classes. Open 7 am, prac 8:30, race 9:30. All riders $15 entry, Experts $15 plus gate fee. Monterey Bay Ram's. Info 408/394-8225.

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, race 9. Memb reqd. Info 714/831-3482.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Take Vasco Rd. from 580 north 17 miles to corner of Camino Diablo and turn right. First ranch on right. All classes. 30% trophs, 100% Pro pb. Sand track prepared every race. Gate opens 6:30 am, prac 8:30, race 9. Entry $15, $15 plus $5 pros. $5 spect. fee. Info 415/634-3328 or 634-6596.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb. 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30 Memb. not reqd. Info 714/924-5859, 653-5840 or 653-7979.

COLORADO MOTOCROSS
Cheyenne Cycle Club, Cheyenne, WY. 107 miles No. of Denver. All classes. Info 303/458-1352.

March 13

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

March 15

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway. Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

March 16

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing stars 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

AMRA CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% [illegible]. Gate open 7 am, prac [illegible] 9:30. Entry $15 Sptsmn, $20 Pro. No memb. reqd., all cards welcome. Info 805/257-4700 or 818/989-5918.

CALL FOR INFO

March 15-17

CALIFORNIA WORLD OF WHEELS
Redding, CA. Civic Auditorium. 30th Annual World of Wheels. Info 408/267-7947.

GREAT AMERICAN M/C SHOW
Philadelphia Civic Center, Philadelphia, PA. Info 614/891-2425.

March 17

COLORADO MOTOCROSS
Aztec Raceway, Colorado Springs, CO. 90 miles So. of Denver. I-25 to Academy Blvd. exit in Colorado Springs to Hwy 24. East to Hwy 94, 6 miles to track. North side of Hwy 94. 125, 250 and Mini classes. Info 303/458-1352.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Take Vasco Rd. from 580 north 17 miles to corner of Camino Diablo and turn right. First ranch on right. All classes, 30% trophies, 100% Pro pb. Sand track prepared every race. Gate opens 6:30 am, prac 8:30, race 9. Entry $15, $15 plus $5 Pro. $5 spect. Info 415/634-3328 or 634-6596.

CRC MAGIC MOUNTAIN GP
Hungry Valley, CA. I-5, 25 miles north of Magic Mountain, exit Hungry Valley Rd. 7 miles south of Gorman turnoff. DO NOT TAKE GORMAN TURNOFF! All classes. Cash to Pros, 20% trophs, finisher pins. Each class race 45 minutes. MX, GP pts. Member not reqd. Parade lap 8 am, races 9:30. Mail entry $16, non member $20, post $20, non member $25. Info 213/830-7519.

TEXAS CROSS COUNTRY
Lake Whitney, Whitney, TX. 9:30 am start. Info 817/265-9596.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4

gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $20. Info 619/565-2406 (Les).

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt. on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7am, prac 8, first race 9. Memb. reqd. Info 714/831-3482.

CALIFORNIA HARE SCRAMBLES
Prairie City OHV Park, Sacramento, CA. Hwy 50 east to PC OHV off-ramp. Follow sign and arrows. All classes. Trophs, finisher awards. Entry $15 pre, $20 post for M/C, $10 pre, $14 post for 3-wheel. Polka Dots M/C. Info 916/344-7317.

March 20

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

March 22

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway. Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn 100% Ex pb. Entry $8. Swimming, game room, grandstands, showers. Info 713/458-0090.

March 23

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171/

March 23-24

CALIFORNIA/NEVADA ROAD RUN
Leave from participating Harley-Davidson dealers, ride to Laughlin, NV. Call participating Harley Davidson dealers. $10 donation, 100% of the proceeds go to MDA. Info 714/884-6464.

March 24

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wees and Vets. 100% Pro pb. 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9.30. Info 619/245-7339.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

CALIFORNIA ROAD RACE
Willow Springs Raceway, Sonoma, CA. 0-250, 350, 500 and 650cc group under AFM classes. 1965 cut-off with exceptions. Gate 7 am, prac 9:30, race to follow. Check with AFM for entries. Info 415/829-6091.

CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. All classes. 30% trophs for Sptsmn, Pro pb. Starting gate, 3/4 mile MX course. Complete watering system. Gate open 6:30 am, prac 9. Double Cross Racing. Info 714/371-6333.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482.

CALIFORNIA MOTOCROSS
Marysville, CA. Under the Hwy 70 "E" Street Bridge. Go over levee on Shad Rd., one block west of Honda of Marysville. All classes includ. OT, Vet, Mini, 3-wheel. Prac 7:30 am, race 9:30. Entry $15 Sptsmn, $5 Pro plus $15 to purse. $4 watch. Info 916/695-2727 (Charlie Sexton).

CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy 60 to Theodore exit. All classes. Gate 7 am, prac 8:30, race 9:30. Entry $12 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

CMC CALIFORNIA HARE SCRAMBLES
Argyll Park, 11 miles south of Dixon, CA on Hwy 113. Races start 8:30 am. Entry $15. 75% Pro pb. Spect. $5. Info 415/634-3328 or 678-3592.

CALIFORNIA GRAN PRIX
Perris Raceway, Perris, CA. 91 Frwy east to 15 south toward Elsinore for 8 miles to Ellis St. Left ¼ mile to Burton right to track. 20% trophs, all classes includ. ATC/Ody. Harry Thornburg Benefit Race. All proceed's to help with Harry's expenses. Open at 6 am, prac 8. Entry $15 post only. Info 714/821-1901.

TEXAS BURLESON MOTOCROSS
Burleson MX Park, south of Ft. Worth, TX on I-35. All classes. trophs thru 6th, $800 purse paid per moto and overall with 10 rider minimum. $1000 if 15 riders (No Open Exp.) No pit riding or late practice. Gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Gate $5, under 10 and over 60 free. Entry $10 Sptsmn, $15 Exp. Info 817/295-8908 or 295-1760.

CALIFORNIA M/C SWAPMEET
Symonds Cycles, 12206 Foothill Blvd., San Fernando, CA. All british motorcycles. Free to buyer and seller. Starts at 8 am. Sponsored by BSA Owners Club of So. Cal. Info 818/897-4738.

March 27

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-7245.

March 29

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

March 30

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8. $7 admission, free pit pass. Info 619/727-1171.

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Henderson, NV. Silver Dust Racing Spring Fever 250. Info 702/459-0317.

MOTORCYCLE SWAPMEET
National Orange Showgrounds, San Bernardino, CA. I 215 to Orange Show Rd. exit. Open to public 6 pm-10. Free parking, 1000s of parts and accessories. 24 hour info 714/495-4545.

March 29-31

OKLAHOMA AUTORAMA
Great Plaines Coliseum, Lawton, 3rd annual Budweiser Autorama. Info 405/529-2308.

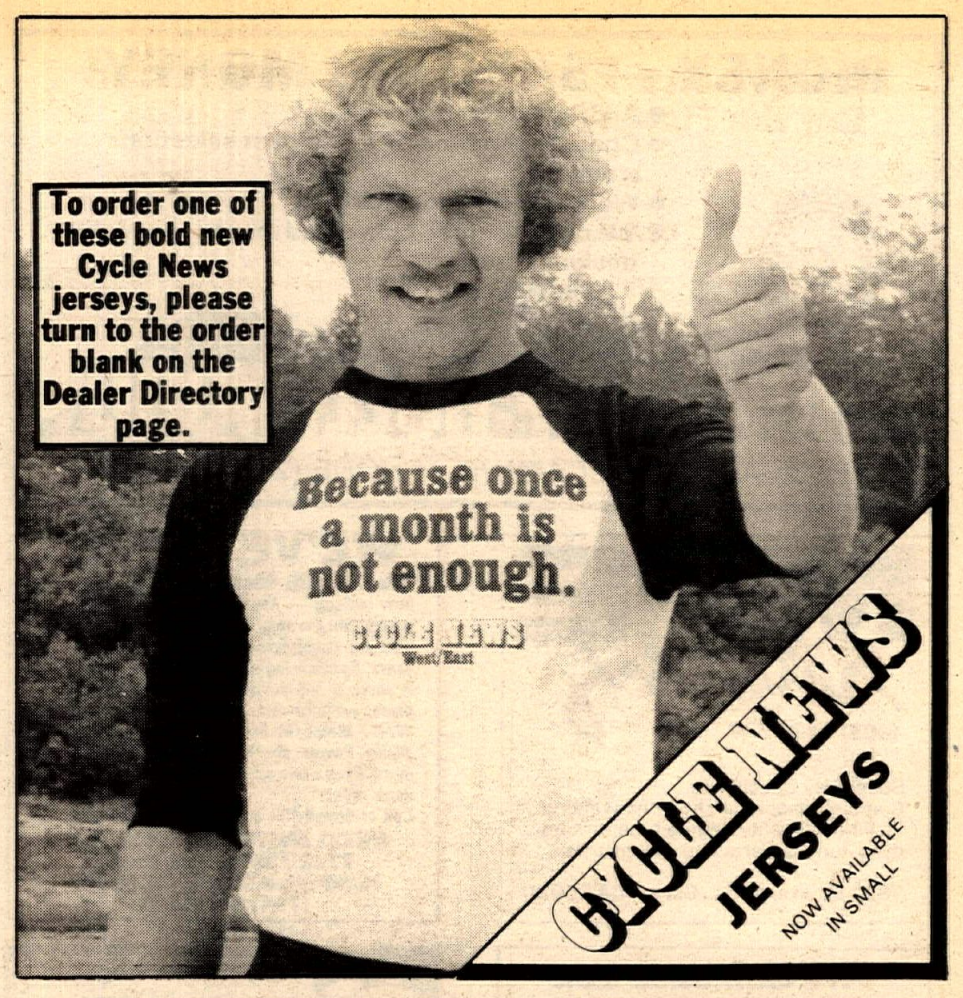
March 30-31

CALIFORNIA MOTORCYCLE TOUR
Start Hutchins Motor Sports, Yucca Valley, CA. Finish, San Felipe, Baja, CA. Pins and awards. 4th annual California San Felipe-Baja Mexico Tour. Write for entry blanks, Hutchins Motor Sports, 55405 29 Palms Hwy., Yucca Valley, CA. 92284.

March 31

AMA/D-36 CALIFORNIA ENDURO
Middle Creek Campground, Upper CA. All classes, no 3-wheel. Club participation trophy. Drawing 3/6. Start 8 am. Entry $16. North Bay M/C. Info or 546-3903.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th, $1005 Ex purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec. hookgate open all night. Straight-thru program, prac 9:30 a.m., race 11. Entry gate $5, Ama. $10, Ex $20. Info Bill Law 214/882-4215.



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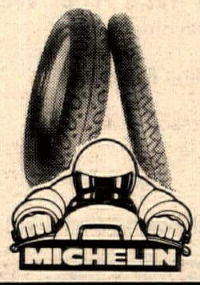

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SAT. SUN Mar. 9-10		O.T. Winter Natls. DeAnza Cycle Park
SUN.	Mar. 17	Sunrise Cycle Park
SUN.	Mar. 24	Call for info.
SUN.	Mar. 31	Corona Raceway

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SMX Schedule

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Sun.	Mar. 10	Perris Raceway
Sun.	Mar. 17	Corona Raceway
Sun.	Mar. 24	Corona Raceway

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ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy., Phoenix, AZ. All classes, 33% Sptsmn troph., 100% Ex. p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10. Int/Ex race 1 p.m. Entry $8 Sptsmn., $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wees and Vets. 100% Pro pb. 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptmsn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 miles to raceway. All classes plus ATC/Ody. 20% trophs, finisher pins. Entry $15 mail, $20 post. 0-80cc, Sen-Vets and ATC/Ody prac in AM race in AM. 81cc-Open prac in PM, race in PM. SRA license reqd. Info 714/828-1358.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes, 33% trophs to sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482.

April 3

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just of Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

April 5

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway. Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

April 6

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

AMRA CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% Ex. Gate open 7 am, prac 8, race 9:30. Entry $15 Sptsmn, $20 Pro. No memb reqd. All cards welcome. Info 805/257-4700 or 818/989-5918.

April 7

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $20. Info 619/565-2406 (Les).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa international Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

CALIFORNIA ROAD RUN
Sign in at Tom's Cycle Shop, 10965 Westminster Ave., Garden Grove, CA. 92643. Sign-in starts 8 am. Entry $5.50 and $6.50 for 17 and up, $5 and $6 for Jrs, $4.50 and $5.50 for 12 and under. Info 714/530-BIKE or 714/597-4469.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

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PAUL THEDE'S RACE TECH — Revalve production suspension components to work better than the rest, guaranteed. Complete service, custom rate springs, hi-tech Spectro suspension fluids. 3227 Producer #127, Pomona, CA 91768. (714) 594-7755.

PRO-TEC — Custom rider set-up, rebuild or repair all single-shock suspension. Eliminate suspension-caused swap, buck & ill-handling. Quick turnaround (714) 738-0631, (213) 697-6759, 282 Gemini, Brea, CA 92621.

Sales and Service

WHEELSMITH MOTORCYCLES — M-Star/Maico sales, parts & service. Ohlins specialists, full line of accessories, race products, pipes, porting & Maico modifications. 7722 Talbert Ave., Unit E, Huntington Beach, CA 92647. (714) 841-3258.

Steel Shoe

STEEL SHOES — Ken Maely, since 1950. Dirt Track $75. Lt. Wt. Spdway $85. Send boot. Specify race type. 14" lace boots $85. Everything for Speedway. 8580 Bedford Motorway, Corona, CA 91720. (714) 735-0540.

Trailers

CUSTOM TRAILERS — Dico custom trailers-build custom/buy from stock enclosed security trailers, attractive, durable all steel frame 12"-16"-20" single/tandem axles, options, open 7 days. Stop/call, 323 E. Ball Rd., Anaheim, CA 92805. (714) 956-2950.

DEALERS

Akron, OH

LAIDIG'S CYCLE/ACC — Maico/Can-Am/KTM/Moto Guzzi/Ducati/Ski-Doo/Montessa/CZ/Laverda/Bultaco, pts/svc UPS daily, helmets/tires/batteries/Euro speed eqpt. 364 S. Arlington St., Akron, OH 44306 (216) 253-7455. 24 hr pts ord machine.

Louisiana

HUSKY/SUZUKI — 2 stores. Bikes/parts/clothing/acces./know how! Porting/boring/shock rebldg. MX/enduro/drag/ATV specialists. Big parts inventory, ship fast/UPS daily. Suzuki of Shreveport/Bossier. (318) 742-0218/(318) 635-9731.

Santa Ana

RACERS CHOICE — Get the best for less. We sell all the latest MX, Road Race, Street and ATC Accessories at unbeatable prices everyday. Call us and compare. We ship anywhere. Racers Choice, 2330 Ramona, Santa Ana, CA. 92707. (714) 754-7305.

San Diego County

VISTA M/C TIRE & WHEEL — Honda air shock modifications to progressive spring and dampener kits, front and rear. Stainless steel spoke sets, Sun, D.I.D. Alloy rims, lacing & truing service. Electronic spin balancing. Street, dirt, enduro. UPS/Mail order parts & service. VISA/MasterCard, COD. Open 10 a.m. to 7 p.m. Mon. thru Fri., Sat. 10 a.m. to 4 p.m. 1155/G So. Santa Fe Ave., Vista, CA 92083. (619) 724-9258.

Simi Valley

SIMI VALLEY CYCLES — Yamaha/Suzuki/Husky dirt bike blow out. '84 YZ250s in stock. Sale '82-83-84 dirt/street bikes. Call us before you buy, open Tues-Fri til 7 p.m., Sat 9:30-5 p.m. 2902 Los Angeles Ave., Simi Valley, CA (805) 522-3434.

Advertisers Index

AFM . . . 33
ATV News . . . 29
BMW . . . 23
Bellflower Yamaha . . . 34
Bishop's Cycle . . . 28
Burbank Yamaha . . . 34
CMC . . . 30,33
CRC . . . 31
Camel . . . 40
Can Am . . . Insert
Can-Am Dealers . . . 20
Champion Moriwaki . . . 32
Corbin Pacific . . . 23
Corona Raceway . . . 31
CN Address Change . . . 28
Cycle News Products . . . 33
Cycle News Sub. Info. . . . 5
Cycle Racer . . . 34
Dr. John Frame Straightening . . 37
Double Cross Racing Assn. . . . 33
EDCo. . . . 37
Extrude Hone . . . 23
Halmar Enterprises . . . 34
Harley Davidson Recruitment . . 31
Hella Inc. . . . 27
Hilltoppers M.C. . . . 31
Hi Point . . . 23
Hollywood Honda . . . 34
Howard & Son M/C . . . 34
Husqvarna Motor Corp. . . . 17
Inter-Shows . . . 33
Ricky Johnson Racing . . . 17
Kal Gard Mfg. . . . 37
Kern Cycle Parts . . . 32
Long Beach Yamaha . . . 34
M-Star . . . 28
Maxima . . . 34
Megacycle Cams . . . 34
Montclair Yamaha . . . 27
Motion Sports . . . 33
Moto-X Fox . . . 34
Moto One . . . 33
Moto Race . . . 33
M/C Performance Engin. . . . 34
M/C Tire Works . . . 32
Motorcycle World . . . 23
ND Spark Plugs . . . 19
NMA . . . 30
Neo Oil . . . 32
Old Timer's Assn. . . . 33
SMX . . . 34
SRA . . . 33
Samurai M/C Center . . . 37
Schilling Products . . . 37
Shoei Helmets . . . 15
Malcolm Smith M/C . . . 37
South City Cycles . . . 34
Spectro . . . 37
Stadium Motorsports . . . 33
Peter Starr Prod. . . . 15
Sunshine Cycle . . . 37
Suzuki of Bossier . . . 32
Suzuki of Van Nuys . . . 27
Torco . . . 34
Trim/Transworld . . . 27
V.I.P. Parts . . . 28
Web Cam . . . 34
Western Scooter Dist. . . . 32
Wheelsmith Motorcycles . . . 34
Wheel Works . . . 34
Yamaha Int'l. . . . 8&9

Cycle News Products Order Form

Fill in the Visa/Master Charge blank or send check or money order to:

P.O. BOX 498, Long Beach CA 90801-0498

Name _____

Address _____

City _____ State _____ Zip _____

Credit Card Number _____

Card Exp. Date _____

Below, Indicate amount of products and circle the size.
Above, print your name, address and credit card number.

☐ MX Cat Comic Book .75
☐ Cycle News East T-Shirt $6.95 S M L XL
☐ Cycle News Binders $16.95 ea.
☐ Cycle News Patch $1.50 2"x4"
☐ "Once A Month..." Cycle News Baseball Jersey $10.00 S M L XL
☐ "We Don't Care..." Cycle News Baseball Jersey $8.00 S M L XL
☐ Cycle News Baseball Cap $5.95
☐ "Anything Else Is History" T-Shirt $7.00 S M L XL
☐ "Anything Else Is History" Jersey $10.00 S M L. XL

Bumper Banners

☐ "We Don't Care How The Hell They Do it in California" $1.00

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Los Angeles Co. res. +6½%) _____
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WANT ADS

Help Wanted

Experienced Partsman Wanted
Apply in person. BUENA PARK YAMAHA. (714) 523-8570. (207/08)

Opportunity in Paradise
First rate Yamaha Dealer seeking motivated experienced Yamaha mechanic in professionally minded service department. Live and work in Beautiful Santa Barbara. Send resume and recommendations or apply in person to YAMAHA OF GOLETA, 340 Pine Ave., Goleta, CA 93117. (805) 964-1580. (205/08)

2 Experienced Mechanics
Immediate opening available. Must have own tools. Year 'round employment. Good benefits. CHAMPION HONDA YAMAHA KAWASAKI, 1980 Harbor Blvd., Costa Mesa, CA. Ask for Bill. (714) 642-2311. (207/08NWX)

Service Manager & Mechanic
Must have experience. SAN RAFAEL YAMAHA. (415) 456-0335. (305/08NWX)

Mechanic
Experienced in Honda and Yamaha. Contact Bob at Speed Marine. (805) 928-2656. (207/09)

Honda/Kawasaki Mechanic
50% commission paid plus company benefits to high volume journeyman mechanic. All inquiries kept confidential. Year 'round employment. Also parts counterperson needed. Contact Steve at TRI CITY HONDA KAWASAKI, Anaheim, CA. (714) 821-4710. (207/09)

Wanted Now!!
One experienced Honda partscounter person. Apply in person at TOWN & COUNTRY HONDA, 4460 E. Gage Ave., Bell, CA or call (213) 773-2164. (207/08)

Honda Mechanic
Position open for qualified person. Busy So Cal Honda dealership. Call M-F. (213) 924-4811. (206TFN)

Parts & Service Personnel
Experienced, dependable. Large busy store with year 'round work. Good pay with experience. (213) 466-8451. (207/08)

Attn: Professional Partspeople
Career position available. Send resume to WEST VALLEY SUZUKI/KAWASAKI, 7045 Canoga, Canoga Park, CA 91303. (207/10)

Professional Mtrcycle Salesman
seeking career employment. One of the oldest Honda dealerships in the United States has an opening for one professional salesman. Year-'round southern California business, modern facilities, huge inventory, excellent commissions, excellent benefits. Top producers only need apply. Bill McLean. KOLBE HONDA, 7514 Reseda Blvd., Reseda, CA 91335. (818) 345-7616. (248TFN)

Service Director
Large Southern California Dealership needs aggressive, organized, professional Service Director with heavy Honda background. Only top qualified need apply. Must be capable of handling volume service department with large staff. Highly professional pay plan and benefits. Send informal resume to be handled in strictest confidence to: Dept. DS, c/o Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. (206/09NWX)

PARTSPERSON: Expanding ATV store needs experienced, motivated full-time partsperson. Salary + commission. (213) 925-5097. (207/08)

Service Manager/Mechanic
Experienced with tools. Immediate opening, good pay, great position with growing multi-brand independent dealership in sunny Mission Viejo. MOTOR CYCLE CITY USA. (714) 495-3352. (207TFN)

Qualified Yamaha Mechanic
Apply BELLFLOWER YAMAHA. (213) 925-5097. (206TFN)

Mechanic Needed
Ground floor opportunity for journeyman Kawasaki mechanic with new dealer in east Bay Area. (415) 689-5772. (204TFN)

Service Manager-Mechanic
For Suzuki Kawasaki shop. Run it like your own business. Call (916) 673-3744 before noon only. Ask for Pam. Yuba City, CA. (108/09)

Salespersons Wanted
Ixion, an established Distributor/Importer wants hard-working sales reps; many prime areas open, join a good group of people. Ask for Norm. CA (800) 821-4989, US (800) 854-1060. (228/TFN)

Service Manager
Service Manager with knowledge of running a shop. Experienced only need apply. Pay dependent on qualifications. BEAUMONT YAMAMA/KAWASAKI. Contact Jim Hayes (714) 845-6901. (203/TFN)

M/C Mechanic Apprentice
Experience and tools helpful. Must have mechanical ability and desire to learn. Room for advancement with busy shop. MOTORCYCLE CITY USA in Sunny Mission Viejo (714) 495-3352. (245TFN)

Professional M/C Salesman
Kawasaki-JetSki-Vespa. Large volume dealer, excellent pay plan, 5 years minimum experience. Leon. (818) 848-6630. (208/09)

Honda Service Manager
Southern California fast-growing dealership needs experienced, qualified service manager. Send references and resume to: Dept H, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. (250TFN)

Mechanics
Need qualified trained personnel for multi-lined dealership. 4687 Convoy, San Diego, CA (619) 278-6635. Bob Hartley, manager. (208TFNNWX)

Parts Manager
Immediate opening for experienced motorcycle parts manager. Salary is negotiable based on experience. Send resume or apply at BARBER HONDA, 3650 E. Main, Ventura, CA 93003. (208/09NWX)

Prof. Salesman & Partsperson
The #2 Kawasaki dealer in the nation has an opening for a professional motorcycle salesman and a partsperson. Large modern southern California location. Large inventory to create excellent commission and benefits. Experienced people need only apply. MaryJane, TEMPLE CITY KAWASAKI, 5300 Rosemead, San Gabriel, CA 91776. (818) 287-6167. (208/09)

Mechanic Wanted
Experienced Kawasaki mechanic needed for busy Kawasaki dealership. Apply in person. LONG BEACH SUZUKI/KAWASAKI, 2441 Long Beach Blvd., Long Beach, CA. (208/09)

Motorcycle Mechanic
Full time, 2 years experience on most Jap bikes. Must have references and own tools. Benefits. Independent South Bay Shop. (213) 676-2264. (208/09)

Partsmanager/Sales Manager
Once in a lifetime, ground floor opportunity for knowledgeable self-starters — GROW WITH US. Parts and Sales Managers. OUTRIDER, 10545 Pico Blvd., Los Angeles, CA. (213) 879-3350. Harry. (203TFN)

L.A. AREA ACCESSORY STORE assistant manager. Must be experienced, personable, and energetic. Call Tom Hayner (818) 781-6386. (208NWX)

Partsmanager
California dealer wants experienced motorcycle parts manager. Must have years of parts training and ability to manage personnel. Excellent opportunity for person who desires year 'round steady employment. Dept. F, c/o Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. (208NWXTFN)

Simons
A suspension tech is needed immediately by Simons, Inc., manufacturers of Simons anti-cavitation fork kits and exclusive US importers of Ohlins shocks. Will be based in San Francisco Bay area. Will be responsible for service and tuning of national level riders' suspension and for the continued development of production suspension settings. Will also be working in the development and testing of new products. Must be highly motivated, self-starting and personable. Must be able to communicate and deal with a wide range of people from non-technical to engineering. Should have a good mechanical background and be willing to travel frequently. Send resume to: SIMONS INC., 2570 Leghorn St., Mountain View, CA 94043. Attn: R & D. (208)

Honda Service Manager
We seek a professional service manager. Must have 5 years experience in all phases of Honda service. If you are not customer oriented, don't call. For interview call Gay Yokley, (904) 787-7252. (2-8/NE)

Skilled M/C Riders Needed
Temporary assignment with motorcycle manufacturer in South Bay Area doing mileage accumulation evaluation. Short and long term possible. Must have excellent skills to be considered. Call for details. VOLT TEMPORARY SERVICES, Torrance, CA (213) 370-5603. (308)

Salesperson
Large volume Honda dealership is looking for an enthusiastic individual to join the sales team. Complete training provided with excellent pay to right applicant. Apply to Phil Smith, BARBER HONDA, 3650 E. Main, Ventura, CA 93003. (805) 642-0276. (208/09)

Experienced Mechanic
Immediate opening. Our mechanics earn $30,000 per year. Resume required. MARINA SUZUKI (213) 306-8595. (208/10)

Sales Manager
Immediate opening for money-motivated person with license. Our multiple commission commissions yield big money. MARINA SUZUKI (213) 306-8595. (201)

Kerker Kicks Ass
If you have order desk experience and own, ride or just like motorcycles, the industry's largest aftermarket manufacturer may have a position for you that can turn your hobby into a career. Some knowledge of motorcycles is preferred, but will train aggressive, highly-motivated individual. Call for appointment or stop in and ask for Marsha. KERKER, 7900 Deering Ave., Canoga Park, CA 91304. (818) 999-3060. (201)

Salesperson
Experienced needed for large retail accessory store. Call or apply in person. CYCLE PARTS WEST, 13682 Beach Blvd., Westminster, CA. (714) 894-9829. (208/09)

Yamaha Mechanics
The #1 Yamaha dealer in Northern California is looking for qualified Yamaha motorcycle mechanic. Prefer 2 years experience. Salary based on experience. Apply CONCORD YAMAHA, 1891 Market St., Concord, CA. (415) 798-2582. (208/10)

Mechanics Needed
Factory trained mechanics experienced on Japanese brands. 3 years experience minimum, $12.50/hr. or commission. Ask for Benny. CYCLE PERFORMANCE, 1141 W. Holt Blvd., Ontario, CA. (714) 988-5644. (208/09)

Motorcycle Mechanic
Plus mechanic's helper. Excellent pay. Costa Mesa area. Jet Ski experience a plus. Call Andy (714) 642-8870. (208/09)

MECHANIC FOR TOP PRIVATEER national and supercross races. Send resume with salary requiremets to John Charles, P.O. Box 7118, Riverside, CA 92513. (208/09)

Parts/Accessories Manager
San Diego suburb. Great opportunity for motivated, knowledgeable, self-starter, must be familiar with current street and dirt accessory market. QUINCY KAWASAKI/SUZUKI, El Cajon, CA (619) 442-0678. (208)

Immediate Opening For Sales
Position for motorcycle and cars. The new HONDA OF MONTEBELLO. (213) 724-6673. (Bill or Elliott) (207/08)

Reps Wanted
MX apparel. (714) 898-9513. (108/14EOI)

Business Opportunities

So. Cal Franchised Dealership
Low overhead, blow-out location and lease; Gross over one million in 1982... retiring. Call (619) 423-0073 days or after 7pm. (619) 479-3209. (201TFN)

WANTED: MOTORCYCLE ACCESSORY DEALERSHIP Interested in franchise arrangement in Los Angeles or Orange County California. Must be well established. All replys confidential. Call Bob (213) 313-4016. (307/08)

L.A. AREA MOTORCYCLE accessory store looking for partner or partners to share ownership and work load in growing expanding retail and mail order business. Write Dept. X, c/o Cycle News, P.O. Box 498, Long Beach, CA 90801-0498, and I'll call you. (208NWX)

PERFORMANCE PARTS BUSINESS seeks investor $10-20K, Northern California based. Large Western market. Expansion planned. Call for further details. (707) 575-8312. (108)

YAMAHA: Ventura County. Gross sales 500K+. Net profit 75K. F.P. 180 K. Terms. (805) 497-3765. (208/09

No. Nev. Motorcycle Dealership
Kawasaki and Husqvarna dealership near Lake Tahoe, Carson City, and Reno. Aprox. $220,000 gross and extending. Price $85,000. First Western Realty, Realtor. Call Nilva (702) 230-2300 or (702) 882-5379. (109/12)

ACCESSORIES STORE FOR SALE. Well established. $12-15,000 advertising budget. $25,000 inventory cost. $10,000 fixtures, tire changer, balancer, compressor, cable making equipment. 1983 sales $130,000. 1984 monthly sales up 15-20%. Excellent lease & Southern California location. Computerized sales & inventory software, and 9,000 customer maillist included. Only $25,000 cash. (714) 898-3985. (208/TFN)

Attention RZ Road Racers
RSC PERFORMANCE WEST is offering Racer Representative sponsorships for RZ350 and RZ500 riders in the following clubs. AFM (North and South), ARRA, OMRRA, WMRRA, PRRO, FNRR. Send racing resume to RSC RACE REP, c/o P.O. Box 1034, Portola, CA 96122. (108)

'84 1000-'83 750 Interceptors
1000 — New with only 50 miles, $4100. 750 — 4300 miles, showroom condition, $2500. Both all original — no damage. Call Scott (818) 901-0362. (308/10)

'85 RZ500
California legal. $5200. (714) 533-9872. (108/10)

'84 RM250 $1495
Anti-Cav forks, Dunlops, extra parts, excellent shape. San Diego Area. (619) 276-5315. (619) 276-2009. (308/09)

★ Roommate Wanted ★
M/F, if you act quick, I have an opportunity to rent a 3 BR house in East Long Beach very reasonable or if you need a reliable roommate to share your house or apt., call Bob at (213) 425-2707 after 5:30 pm. (508)

British Motorcycles
1974 BSA B50MX new, $1500. 1971 BSA 650 Thunderbolt, stored 10 years. Mint condition, $1700. 1982 Triumph 750 Bonneville, Royal Edition, 6000 miles, $2200. (206) 643-0880. (308)

★ '85 KTM 500s Are Here ★
SEE THEM FIRST at LA's #1 KTM dealer, PERFORMANCE CYCLE. '85 125s, 250s, 350s in stock. Ready for delivery. Unbeatable prices on '84 125 MXs. Huge supply of parts and accessories in stock. Shipped UPS daily. 7948 Firestone Blvd., Downey, CA 90241. (213) 861-9957. (206TFN)

'83 Suzuki XN85 Turbo
Immaculate, 3500 miles, fork brace, 391s, not a scratch. Best handling turbo bike made. Very quick. $3000. (818) 761-7517. (308/10

Golden Spectro $2.39
B C CYCLE SUPPLY. 9025 McFadden, Westminster. (714) 895-6040. (207TFN)

★ KTM ★ KTM ★ KTM ★
SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

20' Smuggler
Self-contained, sleeps 6, carries 5 bikes, new tires, battery, cassette deck, mini-blinds. Includes E-Z Lift hitch. (213) 569-0996. (306/08)

NEW FORK SAVER. STOP FORK SPRING SAG: FULLY ADJUSTABLE, $19.95 AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330. (714) 674-4335. (219/TFN/NW)

Miller Products Race Pants
The highest quality and most ultra-modern design motocross pants made in America. Advanced Antron/CORDURA materials with Spandex inserts, full lining, knee/hip protection. Available in all colors and logos. Pro Pants (24-38) $99.95. ProVent Pants (26-36) $111.95. Ask about our Racer Support Program. MILLER PRODUCTS, Dept. CN, P.O. Box 13328, Spokane, WA 92213. (509) 924-5048. (108/09NWX)

'79 TT500 Moto Fox shocks, pipe, carb, ported head, heavy guage spokes and rims. Excellent condition. $800. '77 TT500, desert tank, lighting kit, street or dirt. $500 '72 650 twin, new tires. $400. (213) 428-5151. (106/08)

California Superbike School
Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPz Kawasaki. Riding seminar by Keith Code, and 40 miles on the track. Up-coming schools: Willow Springs - March 2, Firebird Raceway - March 17, Laguna Seca, Sears Point, P.O. Box 3743, Manhatten Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (206TFN)

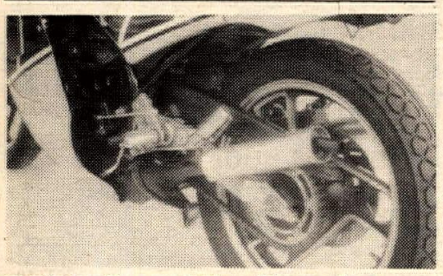
'85 CR125
Ridden only once, perfect condition. $1750/OBO. Mike (818) 889-6327. (106/08)

XR750
Lawwill went thru the motor complete, Axtell freshened heads, everything fresh. Lawwill frame, Fox shocks, Cerianis, many spares. $7500. (916) 342-6851 after 5. (307/08)

TZ750
Everything goes! Complete spares, new cases, EPM mags, Lockheeds, Kosman discs, Toomey pipes, Lectrons. Nights, (203) 536-7025. (1-8/9NE)

Wanted: Yamaha FJ1100
Wrecked with motor. Call Steve, (216) 499-4558. (3/8/9NE)

XR750
All new Lawwill, Branch, spares. Will deliver. (303) 241-6207. (1-8/11NE)



RSC's Superbike Chambers
The choice of professionals throughout the USA, including AMA Pro Kevin Schwantz. Buy them and go for over $20,000 in RSC's '85 Race Contingency Program. Pipes $299.95 with ADJUSTABLE carb kit and filters $360. Call for contingency registration form. RSC WEST (707) 575-8312. (108)

Vision Parts
Taller gears, dual disc kits, fork springs, exhaust systems. Many stock parts for 82s or 83s. Ask for Stuart, (901) 286-0552. (3-8/9NE)

Wanted
Gauge cluster for 1983 Suzuki GS750ED or ESD. Call Dan, (716) 328-8300. (3-8NE)

XR750 Jr.
Lawwill frame. $6,300/OBO. Will consider trade for 500 Rotax. Call for information. (716) 637-5340. (1-8/9NE)

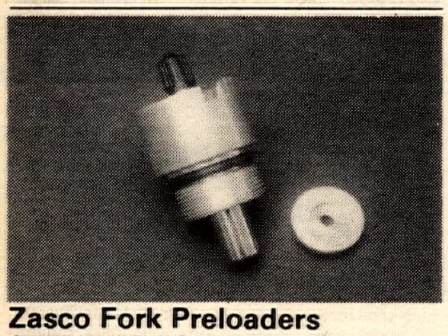
Proven Winners
XR750 Harley, ran consistently in the top ten at the Nationals. Woods Rotax Knight frame 500, pole sitter at the 1985 Houston Short Track National. Call Lance Jones or Floyd Tapp, (502) 685-4004 or (502) 684-6637. (1-8/9NE)

'84 KTM 495MXC
Five speed, White Power forks and shock, two tanks, skid plates, fresh tires, extras. Excellent condition, $1900/OBO. (702) 883-3751. (107/08)

FMF's 1985 CR500 "WORKS"
PIPE is the last pipe you'll ever need!! THIS PIPE IS OFF THE GROUND!! Tucked in four full inches on the sides! Completely handmade! Guaranteed never to split, crack, or fall apart! More top end power with increase throughout the entire range! Used by Golden State hero Willie Simons! A must for desert riders! A killer with FMF "works" porting! Only $139.50. DON EMLER'S FMF (213) 539-6884 or (213) 530-6307. AVAILABLE AT YOUR HONDA DEALER 3/7/85. (108NWX)

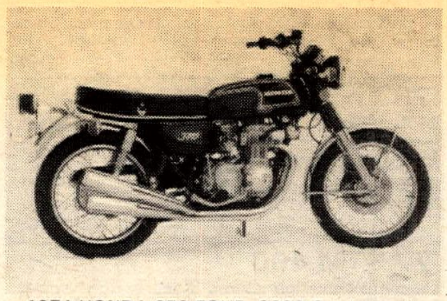
SUPERBIKE: Suzuki GS750ESD, Andrews, Mikuni, Wiseco, FoxShox, Spondon, Ferodo, EPM, all fresh. Also, Suzuki GS1000, Yoshimura motor, EPM, Lockheeds. Bikes are race ready. Must sell, need cash. Call Dan, (914) 359-5862. (1-8/9NE)

XR750
Was Corky Keener's factory bike. Also, Staracer rolling chassis and spares. Will be at Tampa half mile and Busch half mile. Or call Rick, (813) 522-1713. (1-8/10NE)



Zasco Fork Preloaders
Change preload to 5 positions, air adjustable too. High grade aluminum/brass construction — for durability plus! HONDA: all Interceptors, XL500, XL600. KAWASAKI: GPz750, Ninja 900, GPz1100, KLR600. SUZUKI: All GSXs. YAMAHA: RZ350, RZ500, XJ600, XT500, XT550. $49.95/set. RSC PERFORMANCE, (404) 982-0138. Atlanta. RSC West, (707) 575-8312 California. (2-8/11NEX)

Forbidden Exotica!
Great deals on European model high-performance Japanese bikes. Many are not available in the U.S. Honda VF1000RE, NS400R. Yamaha RD500, FZ750. Suzuki RG500, RG250, GSX750R. Kawasaki KR250, GPz600. Also, BMW all K100 series. We can deliver any bike to your door in the crate. Rob Iannucci, (718) 596-0504/ (3-8/11NEX)



1974 HONDA 350 FOUR: 3000 Original miles, showroom condition, $600 or BO. (517) 678-4222. (1-8NE)

TRIUMPH: New Bonneville TSS eight-valve. (314) 278-6540. (1-8NE)

Print Out Stopwatches
Don't be caught with the wrong time! Seiko auto print out stopwatches, print time of each lap, plus total race time. $225 each. Available at Daytona Dirt Track Series. See Lance Jones #69, or call (502) 685-4004 for mail orders. (1-8/9NE)

For Sale
1946 Indian Chief Bonneville, full dress, completely restored, all original, immaculate. $7,800. Call L. Delaney, weekdays, (803) 882-2747. (1-8NE)

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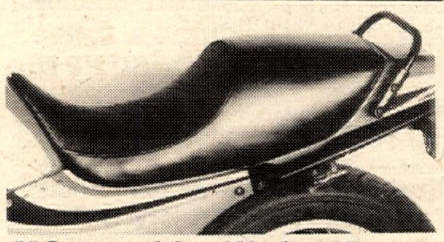

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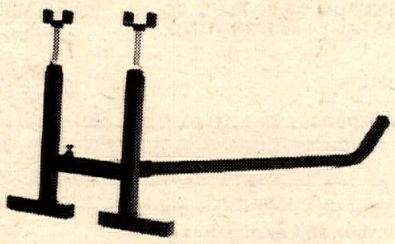

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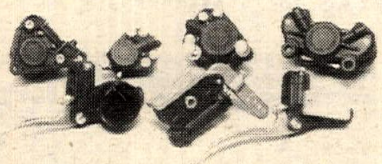

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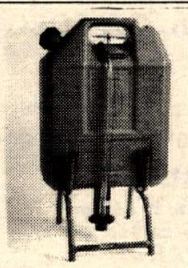

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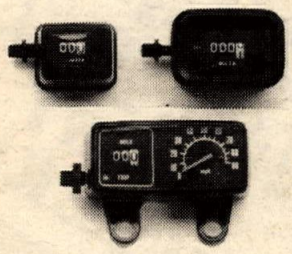

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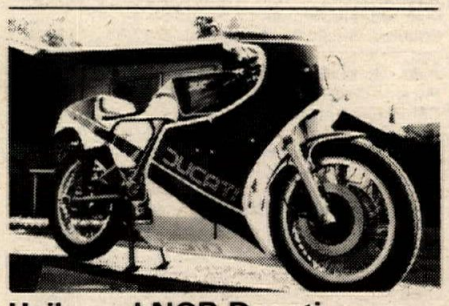

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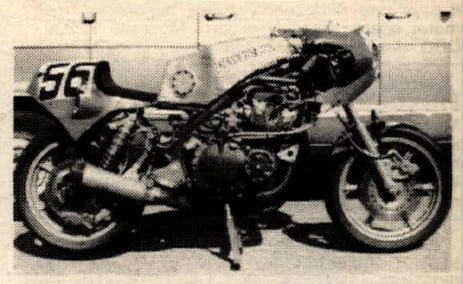

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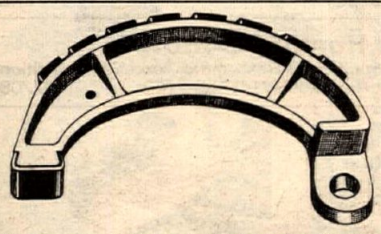

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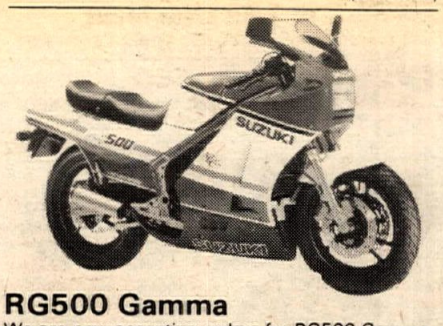

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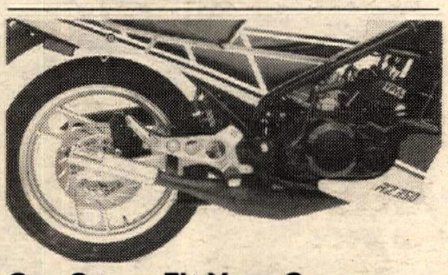

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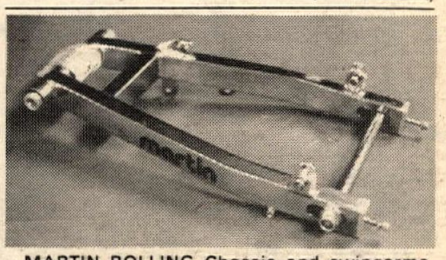

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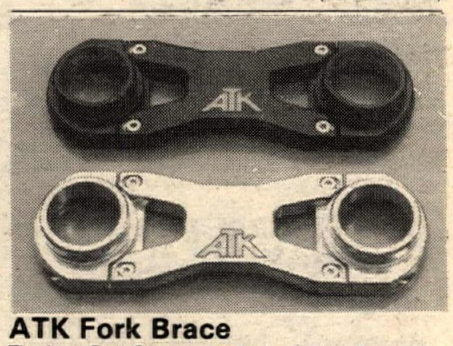

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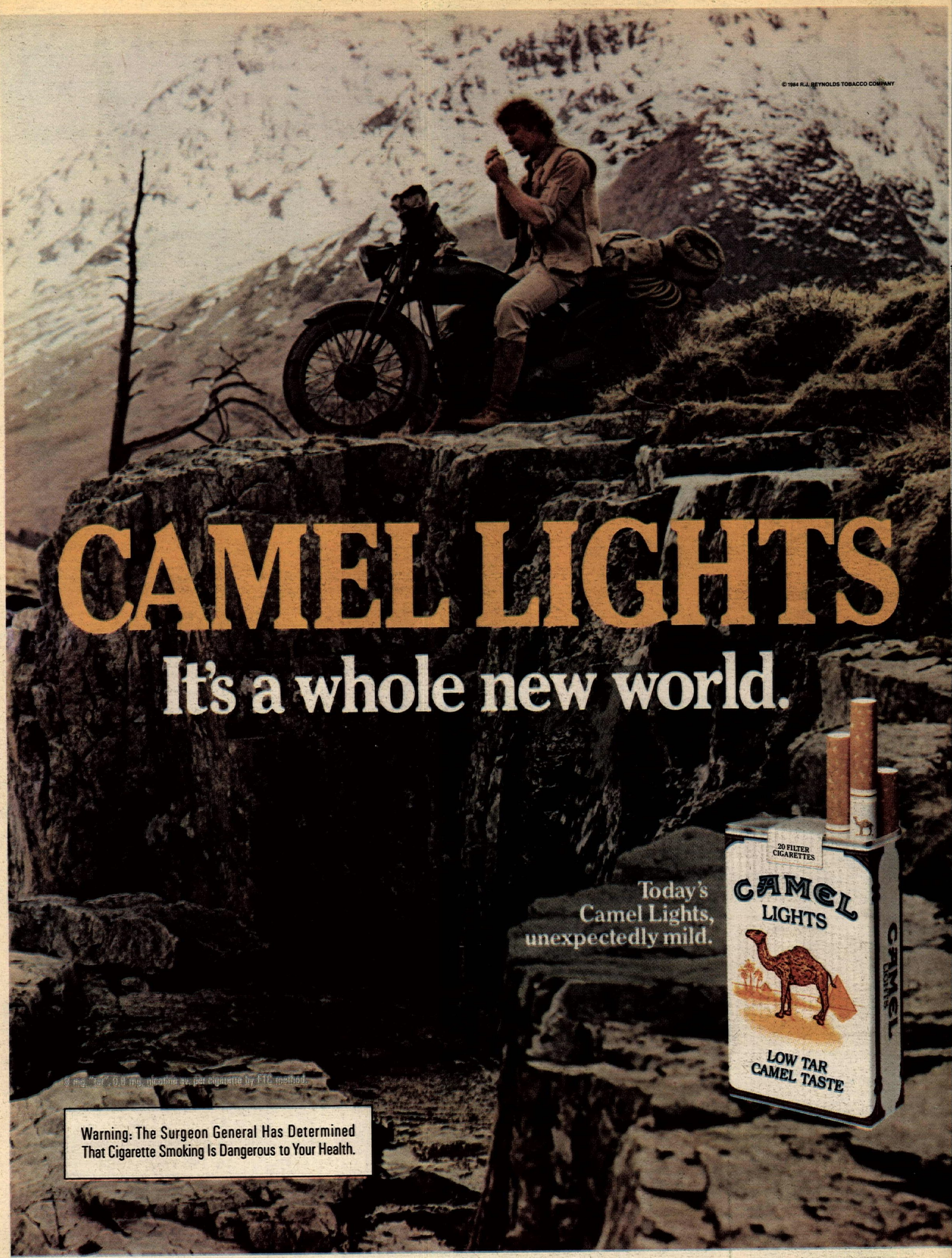
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